

DUCATI INDIA'S NEW INNINGS OPENER: **SCRAMBLER**

BBC

A Times of India publication

MARCH 2015 ₹150 Only



# Top Gear

India

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## THUNDER & LIGHTNING

DRIVEN: R8 LMX.  
AUDI'S MOST POWERFUL,  
QUICKEST SUPERCAR. YET

Magzter Copy



### WORLD EXCLUSIVE

THREE INSANE HYPERCARS,  
ONE EPIC BATTLE



### DISCOVERY SPORT

MOVES LIKE A RANGE ROVER.  
LOOKS LIKE ONE TOO



### HYUNDAI VERNA

SAME BIG HEART. ALL NEW  
FACE. WHAT'S NOT TO LIKE?



### CS SANTOSH

ON HIS TRIAL BY FIRE  
AT THE DAKAR RALLY





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THE ACTION CONTINUES WITH: PLANET TOP GEAR | COLUMNS FROM CLARKSON, HAMMOND AND MAY | WALLPAPERS AND MORE

# WELCOME



**‘THE AUDI R8 IS A FINE EXAMPLE OF HOW EXTREME POWER DOESN’T NECESSARILY HAVE TO RESULT IN EXTREME FEAR BEHIND THE WHEEL’**



**There’s little doubt that today, Audi is one of the most successful car brands in India.** It arrived on the scene much later than its celebrated competitors, and managed to make an impact straightaway. This, despite the fact that Mercedes and BMW were relatively better-known than their Ingolstadt rival when they first arrived here on our shores.

One of the reasons for this success is the steady flow of new models. And, you have to applaud Audi for being one of the most adventurous car companies in our country, one which has brought its entire line-up into our market. It never shied away from offering a car here if it was good enough for the rest of the world. Take the R8, for example.

It’s been nothing short of a fairy tale, the journey of this wonderfully real everyday supercar. It may have started life in the hallowed environs of Circuit de la Sarthe at the legendary Le Mans, but it went on to become one of the most successful and radical sportscars, one that could’ve been a supercar on the basis of its design alone. It can be a visual shock for anyone on our roads. But, the R8 is not just about design, as you would have read on these very pages over the years. It is a fine example of how extreme power doesn’t necessarily have to result in extreme fear when you get behind the wheel. It is an amazingly reassuring fast car without the usual compromises.

We have seen a few iterations of this legendary – and it deserves to be called that – car. We have one more tale to tell about the R8, this time, of one in ‘LMX’ avatar, which we drove exclusively, shattering the quiet night and day in a quaint little town on the east coast of India. This one has epic written all over it.

In other big news, we have the first riding impression of the new Ducati Scrambler. Yes, the legendary Italian bike maker (now owned by Audi, incidentally) is making an official entry into India. The last two years have seen some serious action in the high-end two-wheeler segment, with a wave of new brands coming to India. This can only be a good thing for us - more choice. Enjoy the issue.

**GIRISH KARKERA,**  
CHIEF COMMUNITY OFFICER & EDITOR  
[Twitter.com/karkera girish](https://twitter.com/karkera girish)





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BBC TopGear is edited by Girish Karkera and printed & published by Joji Varghese for and on behalf of Worldwide Media Pvt. Ltd., The Times of India Building, 4th floor, Dr D N Road, Mumbai-400 001. Printed at Rajhans Enterprises No: 134, 4th Main Road, Industrial Town, Rajajinager, Bangalore - 560044, India.

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Corporate Identification Number (CIN): U22120MH2003PTC142239

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## LETTERS TO TG

**Our letter of the month is... erm, not actually a letter. It's a poem composed by a 13-year old female TG reader. Surreal, to say the least...**

*I love cars and I'm sure you know that every car I see;  
Be it really good or horribly bad,  
They mean a lot to me*

*Ford's are one of the only cars,  
Which redefine fun;  
According to Jeremy Clarkson,  
They're economical to run*

*Then there are Alfa Romeos,  
Made by the hottest Italians in town;  
You'll get the chills when you see them,  
Because they are so stunning all round!*

*Then you have Rolls-Royce,  
For luxury they are famed.*

*The reason I don't like them is  
They have awfully strange names!*

*Then there's Mercedes,  
Made by some tip-top German;  
I love the SLS Black,  
With tech from the next generation.*



*Fiat is another Italian,  
A proper well-bred it is;  
These peppy cars are always cheerful,  
so go for a drive, giving the theatre a miss!*

*Here I bring up Aston Martin,  
Quintessentially British;  
I like the cars a lot  
Though they aren't exactly umm...  
'prattish'!?*

*At this point, I've run outta rhymes,  
Which means I can't produce more;  
A pity it is coz I haven't mentioned,  
Some cars that are super hardcore!*

*There's Koenigsegg with its CCX,  
And the Huayra from Pagani;  
Bugatti has its Veyron,  
And the Enzo from Ferrari.*

*But I've left the best for last,  
My favourite by a mile;  
The maddest car on the red carpet,  
Lamborghini... The ruler of style!*

*You have the daddy - Miura,  
And the super-stylish Diablo;  
The steaming-hot Reventon,  
The bullet-on-wheels Murcielago!*

*I'm quite sure that you've guessed,  
And can properly see;  
It's obvious even if you are blind,  
Cars mean everything to me!*

**Mohaddesah Ladiwala,  
Mumbai**

## BEHIND THE SCENES



50 Top Gears and counting !! @  
TopGearMagIndia pic.twitter.com/  
ALRGM8y87K

DIPTARKA DATTA @CAVE\_DWELLER007

For fellow pilot-kids, pilot-friends  
and pilot-dads, do read Shreenand  
Sadhale's column in the Jan 2015  
issue of @TopGearMagIndia

RHEA MUKERJEE @RHEA\_MJEE



TG reader Priyank Nandwana shot  
a Batmobile replica at a motor show  
and modified it artistically  
to suit his vision.

VIA EMAIL

@TopGearMagIndia I think the  
C-Class is slightly better  
than the 3 series.

PRANEETH KASHYAP @KASHYAPPRANEETH

## WHAT'S NEW ON TOPGEAR.COM



Dubai's police cars play F&F  
[tinyurl.com/dubairozzers](http://tinyurl.com/dubairozzers)



First drive: Jaguar F-Type 4WD  
[tinyurl.com/fotype4wd](http://tinyurl.com/fotype4wd)





# J E R E M Y CLARKSON

MOTORSPORT JUST ISN'T ENGAGING ANY MORE; THE WHOLE THING NEEDS A SHAKE-UP. AND, FORTUNATELY, JEREMY HAS SOME IDEAS...

A

s we all know, Formula 1's a mess. You've got the head honcho telling all and sundry that no one can afford to buy the products made by the sponsors, you've got teams in administration, you've got more overtaking in the average British multistorey, and you've got double

points in the last race, which means the whole season has been a waste of time. But it could be worse. It could be rallying.

I was staying with a friend recently who did not have Sky television, which meant that, on a Saturday morning, I was extremely stuck for something to watch. There was a rerun of the celebrities in the jungle from 2008, lots of blonde women selling bric-a-brac at auctions and some homes under a hammer... which sounded a lot better than it actually was.

This meant that on a grisly, grey and damp Saturday morning, I found myself watching ITV4, a channel for programmes which aren't quite interesting enough to be shown on ITV1, 2 or 3. The natural home, these days, then, for the World Rally Championship.

Ooh, it was dull. I watched a small Volkswagen – which is nothing like any Volkswagen you can actually buy – driving through a wood in Wales for a few minutes and then the driver, who was either called Dai or Miko, told us in an approximation of English about the problems he had encountered while driving through the wood. Then we saw a Citroen doing exactly the same thing. Before we heard from its Dai or Miko telling us about his problems.

There was a time when the British round of the World Rally Championship was billed as Britain's most watched sporting event. A quarter of a million people would see the cars live, boasted the organisers. No one ever pointed out

that this included all the people who saw them going from stage to stage while they were on their way to buy some washers from B&Q. But, whatever, it sure as hell isn't a quarter of a million people any more. In fact, judging by the footage shown on ITV4, it was about 32. Most of whom were plainly mad. There was one chap, in a T-shirt, standing right at the edge of the road, exactly where the car would end up if something went wrong, shaking his fist exuberantly at the driver as he whizzed by.

So let's examine his thought processes here. He's woken up and thought: "I know what I'll do today. I'll put on a T-shirt, which is completely inappropriate for the Welsh weather in November, and walk for miles through a wood so that I can cheer on a man I've never met as he drives past in his Hyundai." Needless to say, he was on his own. This is because a) he couldn't make any of his friends see that his planned day out was a good idea or b) he doesn't have any friends. None of the spectators do, it would seem. All 32 of them were to be seen, standing alone, in their own bit of dampness. Many had old-fashioned Zenit cameras with telephoto lenses so they could take dismal, amateurish pictures of the Hyundai as it rumbled by.

Why? Who are they going to show them to? Who's going to say: "Hey John. Can you show me the 2,000 rubbish photographs you took of that Hyundai last weekend?" Nobody is. Maybe, if he gets a shot of a crash, things would be different, but the chances of this happening are about nil. ITV4 had a helicopter and many cameras covering the black spots but, while I was watching at least, there wasn't even a minor parking bump. Maybe crashes aren't allowed any more. I mean, according to the rally website, it's a carbon-neutral event – how is that possible? And for all those people in Wales who don't speak



English, all of the information is available online in Welsh. Against an inclusive, sustainable background like that, it would be wrong to have one of the competitors rolling down a hill.

So why then are car companies such as Citroen and Volkswagen spending millions to take part, when they must know their efforts are being watched by six people on ITV4 and live by 32 friendless men with questionable hard drives?

Well, Hyundai at least has what it says is an answer. It says the brand is already engaged with sports thanks to its sponsorship of the 2014 FIFA World Cup. Yes, that makes sense. The World Cup is watched by pretty well everyone in the civilised world (not America), so why follow it up with rallying? Isn't that a bit like winning an Oscar for your role as a promiscuous cowboy and then doing a car commercial? Apparently not. Hyundai says, "Motorsport is a perfect home for a car manufacturer." You don't say...

But that brings us back to the problem. Since they banned the short-wheelbase quattros and the fire-spitting Peugeots, rallying has lost its sheen. Nobody who has a life is going to trudge through a wood, at night, to watch a Finn go by in a Polo, no matter how big its rear spoiler might be.

And, on a number of occasions this year, F1 has played to

80,000 people, who had turned up dressed as seats.

Elsewhere, we find rich kids in Lambos and old people in historics and God knows who in MGs whizzing about obscure racetracks at weekends... and nobody is watching. The grandstand at the Croft circuit in Yorkshire is the sort of thing you would normally find on a school sports day.

And yet, in America, they have stadiums that can seat 250,000 and they're packed all the time. This is because the organisers know that motor racing needs to be a show. It's not organised for the benefit of the drivers or the manufacturers' marketing departments. It's done for the benefit of the crowds. Because ultimately, that's who pays the bills.



We need to explain to the drivers that if they want to be paid to drive quickly around corners, there needs to be less run-off area and a bit more fire. They need to develop personalities. They need to stop talking about the problems they had with the dirty side of the track, and shag their teammate's girlfriend.

We need some tabloid villains.

And then we get to the cars. What is a Red Bull? Or a Williams? And why would you want to watch someone you've never heard of driving a Citroen up a hill in Wales?

To motivate the masses, we need to see the carmakers' best cars going head to head. Bentley Continentals versus Nissan GT-Rs versus the BMW M6 Gran Coupe. And we want drivers we've heard of, people we can root for and people we can hate. Pit Darcey Bussell in a Lamborghini Aventador against Anton Dec in an Aston Martin V8 Vantage, on a circuit, or in a wood – or better still, in a bit of both – and half the country would turn up. Stick with Miko and Dai in a Citroen, and motorsport is doomed.

**“ON A GRISLY, GREY AND DAMP SATURDAY MORNING, I FOUND MYSELF WATCHING THE WRC ON ITV4. OOH, IT WAS DULL”**



# RICHARD HAMMOND

CHILDHOOD SCARS RUN DEEP. YES, THE INJURIES YOU SUFFERED AS A CHILD OFTEN HAVE AN IMPACT ON YOU MUCH LATER IN LIFE, AS RICHARD EXPLAINS...



A

nother F1 season has passed me by. And while I'm happy to rant on about how I don't like it cos it's just a bunch of overly groomed rich kids playing computer games for millions, there is a bit of me,

deep down, that feels like I'm missing out. It's not my fault, though. I blame TV. Not the coverage of the actual races, which is, I'm sure, excellent. No, it goes further back to the time of *The Clangers*, which is being heralded back in with such an uproar.

Back when the big, rounded TV screen of my childhood bulged with the antics of *The Clangers*, there was another kids' show that would go on to ruin mine and possibly millions of others' chances of enjoying F1 or any other motorsport.

It was called *Why Don't You?*, and it was an exercise, I believe, in keeping the masses down and reminded of their place. It was presented by rosy-cheeked, enthusiastic children in jumpers who would, using a variety of barely intelligible regional accents, sing the virtues of the hobby engaged in by the child or children who were the focus of that week's show.

Essentially, we'd be introduced to some random Herbert who would start, say, in their living room, chuntering on about their life and then go on to show us what they did to fill the time when they weren't at school. These activities would range pretty widely, covering whatever the Seventies equivalents of chess-boxing, aquarobics and cake baking were.

I can't remember many examples, apart from one kid who kept pigeons in a 'shed' easily the size of our suburban semi. Even then, as an angelic youngster, I felt a surge of muddy cynicism and resentment at this. What possible use were pigeons? Why would you bother wasting your life away clearing out their poo and heaving sacks of special feed about when they can do nothing for you, not even, according to the TV show, deliver

a message? Their only skill was to return home again once you'd gone to all the trouble of driving miles into the Yorkshire countryside in your dad's special lorry to chuck them out. So, why, when I watched this kid in his pigeon shed and his dad's special pigeon lorry, was I paralysed with jealousy?

Suffice it to say, it was pretty galling, watching these kids roam about showing how much they knew about horse riding or rafting and how much fun they had doing it, when my spare-time activities were limited to trying to fix my bike's flat tyre using only things I could find around the house. And when I failed in that enterprise – as I always did, an empty cereal packet being a poor substitute for an inner tube – I sat on the living room carpet in a pile of Lego and watched these kids telling me about their wonderful lives.

My life might have been better had it not involved so much time watching other kids' much better lives on TV. The theme tune ran something to the effect of: "Why don't you stop sitting around watching TV and do something less boring instead?" Well, they should have been grateful that we were sitting around watching TV because that's why they had a job. And as for doing something less boring instead: there was nothing else to do or we wouldn't have been watching the TV, would we?

And it still affects me today. I have addressed

**"WHAT USE WERE  
PIGEONS? WHY WOULD  
YOU BOTHER WASTING  
YOUR LIFE CLEARING  
OUT THEIR POO?"**

many of the shortcomings in my own life – I have an enormous shed now. I don't keep pigeons in it, though I do keep elderly motorcycles which are, if anything, messier and of even less practical use. However, it has left me scarred.

Apart from the kid with the pigeons, the only other example I can remember from this show – and it is scorched into my brain and still burns with a white-hot ferocity – was a kid who went go-karting. In fact, no, not just one kid. When it wasn't the kid with the pigeons, it was yet another spoilt little sod whose parents would duly load them and their go-kart into a big van and go off to a racetrack where they would hone the skills they dreamed would one day put them on pole in F1.

My memory may be playing tricks on me, but it seemed that, week by week, we were introduced to these young racers with their matching overalls and special crash helmets. It seemed that nine out of 10 kids must have been go-kart racers. My suburban street was perhaps a social experiment in putting together the only bunch of kids in the UK who didn't spend their weekends tearing around tracks and learning how to tune their 125cc engines in the back of their special trailer.

If the pigeon kid gave me a twinge of jealousy, the kids with the go-karts had me writhing on the living-room carpet with envy, dried up and twisted into a piece of living biltong with green eyes. Who on this planet, what actual living being in the real world, actually had a real, functioning, petrol-engined go-kart? Who actually went out each weekend to take part in real races in it?

It blew my mind. Showing us this was as tactful as, well, as a variety of things that I can't say here, but you can fill in the gap yourself. It stayed with me, the seething resentment, and it is, almost certainly, the reason why at nearly 45, I still can't watch an F1 race, or pretty much any other motor race without feeling a faint echo of that early jealousy and impotence. Thank you, doctor, can I get up off the couch now?

# JAMES MAY

HOW OFTEN DO YOU BEEP YOUR CAR'S HORN?  
ONCE A WEEK? ONCE A MONTH? MAYBE YOU  
SHOULD STOP USING IT ALTOGETHER, SAYS JAMES...



S

o: this bloke walked out right in front of the car, and immediately revealed a serious shortcoming with my BMW i3. You don't hear it coming.

At town speeds, the Car of the Future is virtually silent. Even the tyres don't make a noise, because they're thin and eco and are concerned with higher tasks than merely gripping the surface. If you actually want to run over people, I can recommend the i3. But you'll have to delete that collision-avoidance system, which I'm sure is there exactly because of this sort of thing.

What was I to do? Blow the horn? Didn't really seem right. Obviously, he was ever so slightly a bit of a pillock for walking into the road without looking, but in the end he was a soft, fleshy (and, in this case, slightly pissed) pedestrian, and I was in a car. He didn't really deserve to have a trumpet blown up his bottom.

It then occurred to me that I've never blown the horn on the BMW i3. It might make a noise like the sliding doors found on the Starship Enterprise. I found a side street and pressed the button. Parp! It sounded like the horn on a car.

**"UNLESS YOU ARE IN AN ORCHESTRA, BRAKING IS USUALLY A BETTER COURSE OF ACTION THAN BLOWING A TRUMPET"**

How disappointing.

What the i3 needs – what every car needs, really – is some sort of polite town horn, the equivalent of a cough or an ahem, or my mother shouting "I say" out of the window. Tonally, a typical car horn sounds confrontational, and like an admonishment. A bit bugle-like. Bugles are used to rouse armies and send them in to attack, I just want to warn a bloke that he's about to die in the future. I need something like an oboe, or a kazoo. Perhaps Sir Simon Rattle could have a think about this.

Meanwhile, back in the car, I changed lanes, perhaps quite suddenly, but a big coach full of Italian trippers was doing something to my left. There was a decent gap. But the bloke behind leant on his horn for a good 15 seconds or so. Blowing a trumpet at me. How rude.

Now I don't want to sound like the wheel-shufflers at the Institute of Advanced Motorists, but the Highway Code says the horn should be used "only while your vehicle is moving and you need to warn other road users of your presence". Sounds like a reasonable rule.

When, in fact, do you really need to blow your horn? If someone is about to reverse into you, I suppose. What about when the drunk bloke walks into the road? I could "warn him of my presence" or I could just stop, which is a better idea. If I'm blowing the horn, I can't be devoting all my energies to not running over him. Unless you actually are in an orchestra, braking is usually a better course of action than blowing a trumpet.

Really, the horn is a bit like an airbag. It's nice to know it's there, but you don't really want to make use of it. So it's also a bit like the Women's Institute as well. Blowing the horn is something that should happen once or twice in a lifetime, in those moments when you really can't stop and

someone is going to die if they don't leap out of the way in the last yawning instant. Yet people are doing horn all the time.

Let's turn this around. Let's give everyone on foot a trumpet. Now, as you walk around the shops, and people stand in front of you, blow it at the backs of their heads. They blow trumpets at the back of your head as well. Man stands in front of me in the pub, I'll blow my trumpet at him. Taking a bit too long at the cash machine? Someone will blow a trumpet at you. Imagine how annoying this would get. You'd expect to get your face punched pretty quickly, and that's as it should be.

So, I'm proposing a new system. You have to pay every time you want to use the horn. Every car is fitted with something a bit like a household electricity meter from an old film about post-war British misery – *A Kind of Loving*, maybe. You feed it with fivers, and every fiver allows you to blow the horn once. Touch the button, and it costs you a fiver. Every additional second within each horn blow costs another fiver. You can only pay in advance, or your horn is disconnected by Offtoot.

You can use the merry town horn for free. But it hasn't been invented yet.





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# NEWS

EVERYTHING YOU NEED TO KNOW ABOUT NEW CARS THIS MONTH



BIG THIS MONTH

## “It’s old school versus new school”

Both are mid-engined. Both have ‘GT’ in their names. And, that is where the similarities end.  
Meet Ferrari and Porsche’s newest track monsters **TURN OVER**



## TWO WAYS



### Ferrari 488 GTB

It doesn't feel like the Ferrari 458 Italia has been around for a very long time now, does it? Half a decade has passed since it arrived, and yet, it still seems as fresh as it did when it was unveiled in 2009. Still, a car maker's gotta do what a car maker's gotta do, and Ferrari needed to give its entry-level sportscar a facelift, along with curbing emissions and making life easier for polar bears.

So, this is what it has done. The 488 GTB. With this, along with the glorious 4.5-litre naturally-aspirated (N/A) V8, Ferrari has also thrown its V6- and V8-engined sportscar naming structure out of the window. You see, the first two digits in a small Fezza's name used to denote the cubic capacity of the motor: 3.5 litres for the 355, 4.3 for the 430, 4.5 for the 458. The 488's got a smaller, 3,902cc V8, so ideally it should've been named the 398, but that probably wouldn't go down too well with prospective buyers, so 488 it is.

Turbo-charging's found its way into the 488's engine bay as well, with two turbos helping the new V8 develop a massive 661bhp and 760Nm of torque, a jump of nearly 100bhp and 220Nm of torque over the N/A V8. 0-100kph is now a matter of three



seconds, and 0-200 takes just 8.3s - a full second faster than the 458. Round the Fiorano test track, it's two seconds quicker than an Enzo, and on a long enough straight, it'll exceed 330kph. 'Entry-level' supercar. Hmm.

All of this is possible thanks to the refined aerodynamics. The 488 generates 50 per cent more downforce than the Italia, with help from its blown rear spoiler, and a diffuser with active flaps. We'll wait until we see the 488 in the flesh,

but from the pictures, you can tell that the focus has been on sharpening its performance, not its looks. And, as for seeing it in the flesh, we think we'll get a chance soon, because Ferrari will be getting this to India.



Naturally-aspirated flat-six vs turbocharged V8. Hairy-chested manual versus lightning-quick double-clutch. Old school versus new school.

N/A NO MORE

### Ferrari 4.5-litre V8 (F136)

The rampaging turbocharger has claimed yet another wonderful motor in the form of the 4.5-litre V8 that powered the 458 and its many iterations. Its output of 562bhp and 540Nm of spin seems puny in comparison now, but this was a motor that won the International Engine of the Year (Performance) award three times. And, who can forget that sonorous V8 wail? There will never be a non-turbo Ferrari supercar ever again, and that makes us a bit sad.



# TO DO A



## Porsche Cayman GT4

**T**his here is the Cayman GT4, a sports machine honed by Porsche's Motorsport division. Led by Andreas Preuninger, the man responsible for cars such as the 911 GT3 RS 4.0 (probably the purest of all 997s) and the 991-gen 911 GT3, the folks at Stuttgart have created, for the first time, a hardcore two-seat Porsche which doesn't have a 911 badge slapped onto its back-end.

Preuninger says that this is less Cayman, more 911 GT3 in substance. And, he is right. Yes, the GT4 uses a stiffer, stronger Cayman bodyshell, and sits 30mm lower than a standard Cayman. Strip it down, though, and you'll find the front axle and suspension gubbins from the 911 GT3, along with dampers, the electric steering system, and the super-sticky Michelin Pilot Sport Cup 2 front tyres also taken from the GT3. Steel brakes are standard, but if you want carbon-ceramic anchors, those, too, will be taken off a GT3 and fitted to your GT4. It even produces as much downforce as a GT3, thanks to the twin rear spoilers and a diffuser. The power source for the GT4 also comes from a 911 - not the GT3, but the Carrera S. The 3.8-litre, turbo-free flat-six has been toned down, so it produces 380bhp and



420Nm, some 20bhp and 20Nm behind the Carrera S. In a car that's supposed to offer unadulterated driving pleasure, you'd expect to see a stick-shift, and, yes, a six-speed manual is the only gearbox available for the moment. The GT4 is light, weighing in at just 1,340kg dry, and the 'big motor in a small car' idea works wonders here. According to Porsche, it'll crack 0-100kph in just 4.4 seconds, and top out at 294kph. It's lapped Nurburgring in 7 minutes, 40 seconds. If you know your Green Hell stats, you will know that's a properly quick time.

The GT4, despite being the most expensive Cayman ever, is still a full ₹10 lakh cheaper than the most basic 911 in the UK. If there's ever been a time that the 911's crown of the ultimate sports car has been in danger, this is it.



Porsche and Ferrari's newest track weapons have only two things in common: the location of the engine, and two letters in their names **BY AMAAN AHMED**



## Porsche 3.8-litre flat-six (M97)

Yes, this motor has already been turbocharged for use in the 911 Turbo, but the M97 has stayed turbo-free for the rest of the range. That is about to change. The Cayman GT4 may actually be the last new Porsche to get a non-forced-induction flat-six, as the 911 facelift (due sometime this year) will make turbos mandatory across the range, bar the GT3 and GT3 RS. Also, the Boxster and Cayman will soon have to drop their sixers in favour of brand-new two-litre, turbo-ed four-pots.





Somerset's tractor meets will never be the same again

## 1 It looks utterly bonkers

Like an Atom that's collided with a Dakar buggy. The bronze-welded steel-tube frame isn't completely carried over, though. It's had to be reshaped in some areas, the suspension mounting points have been moved and there's that whacking great top structure. But the Nomad isn't big – at 322cm long it's almost 20cm shorter than the Atom, but has a marginally longer wheelbase.



## 2 It's as fast as a Ferrari 458

The Nomad uses the same engine as the US-spec Atom, a 2.4-litre naturally aspirated VTEC four-cylinder sourced from Honda. It develops 235bhp at 7,200rpm and 300Nm at 4,300rpm, and drives the rear wheels only through a six-speed manual 'box. As a result, the Nomad is decidedly un-slow. Zero to 96kph takes a mere 3.4 seconds. Top speed? Well, that depends on the tyres. Fit full knobbles and you're limited to under 160kph, but on slicker rubber it'll go all the way to 217kph.



## 3 It'll off-road like a Defender. Maybe

The Nomad's suspension has 250mm of travel – not much less than a factory WRC car – and the dampers have been developed and tuned by Bilstein. "Think of its capabilities as being broadly the same as a Land Rover Defender or rally car," Ariel's Tom Siebert told us. Unfortunately, the Nomad is unlikely to be eligible for stage rallying, but with approach and departure angles of 71 and 82 degrees, it'll haul over obstacles a Defender 90 (47 degrees at both ends) might not.

# 5 REASONS YOU NEED AN ARIEL NOMAD

It's the Atom's off-road brother, and you want one



Next up: the Ariel MPV-convertible. Well, we can dream

## 4 It'll do the business on road. And sand

Where the Atom is for road and track, the Nomad is for road and off-road. So you don't need to have these vast 235/75 R15 mud-plugging tyres, but instead, should you prefer, some all-season rubber, or maybe a set of 18s with low-profile tyres. Ariel is also working on a sand set-up, with narrow front tyres and huge paddle rear tyres, ideal for scaling dunes. The perfect one-car garage?

## 5 It has an ace options list

Like the Atom, you can spec bigger Alcon brakes and adjustable dampers but, unlike the Atom, you can have a winch assembly, roof spotlights, aerials and even a full front windscreen. Throw everything at the Nomad, and the kerbweight will climb from 670kg to 735kg, along with the price. Shop cleverly and you should be able to make it look exactly like a Tamiya Frog.



**PAUL HORRELL ON...**

## TALKING TO ANDY GREEN

The world land-speed record holder discusses *g* and floating

**M**ost high-level motorsport is bound by tight and prescriptive rules that make the cars uncannily similar. But the fastest, the land-speed record, is different. The code of regulations, pretty much in its entirety, says: “Go as fast as you damn well can through a one-mile straight course. Turn around and do it again within the hour. Keep your wheels on the ground.” Actually, that last stipulation is irrelevant to Wing Commander Andy Green. If, as planned, he beats 1,600kph in spring 2016, it doesn’t matter whether or not the rules mandate he stays on the ground, because no aircraft has ever gone that fast at low altitude. Nor, come to that, the bullet from a Magnum.

Anyway “wheels on the ground” isn’t a fixed concept. At that speed, the shockwaves from Bloodhound’s wheels will be pounding the desert pan into a churning semi-gaseous dry froth with no definable surface. The rims, in effect, float. This presents Green with steering issues. At about 480kph this loss of surface definition demands big sweeping steering – “like driving on ice,” he says. He’s speaking calmly, as he always does, even though you and I might not be especially calm about doing 480kph-plus on ice with a jet engine up our chuff. While pressing a button to light the trio of supplementary rockets.

Still, as he points out, worse is yet to come. At really big speeds, the wheels themselves become aero-rudders and any small deflection exerts a huge lateral force, so he’s giving the tiny delicate inputs of a brain surgeon.

Green is a consummate ambassador for the Bloodhound project’s engineering. Yes, it is rocket science. He mentions that one per cent of the world’s R&D budget is spent in the UK yet we overperform by devising 16 per cent of all inventions, and to take advantage we need to double our annual number of STEM (science, technology, engineering and maths) graduates. Inspiring that new generation is Bloodhound’s primary goal – well, aside from the big one-triple-oh. So Green, apart from being the hero in the pointy rockety thing, is also the face of a vast schools outreach programme and YouTube campaign.

An unlikely face, perhaps. Because the one thing Green hardly ever does is emote. He’s deeply passionate about it all, but not visibly excited. When a camera is jammed in his face, the calm of the man is



**“He’s held the current land-speed record for a towering 17 years”**

almost bizarrely at odds with the intense violence of the events he’s describing.

But otherworldly calm is exactly why he has the job. He flew fast jets over Iraq and Afghanistan. He captains the RAF Cresta Run team. Has an Oxford first in maths. Plus he’s held the current land-speed record for a towering 17 years. A feat that involved coolly correcting a full-lock tank-slapper at 900-odd kilometres an hour, and electing to keep Thrust SSC’s jet engines fully lit. In Bloodhound, he performs a complex series of checks and operations throughout the run, above and beyond the actual steering. It demands both high-level physical skills and rapid yet unfailingly methodical decision-making.

All the while, he’s being given a right battering. For fun, Green flies an aerobatic plane that’ll briefly give him 10g. But in Bloodhound, hitting top speed means an average 1g for a full minute, right by the limit where even the best-prepared humans become so disorientated they don’t even know which way is up. And at that point, his cockpit is hitting the air at 1,600kph. Loud enough in itself. But the jet needs subsonic air, so there’s a speed differential of 480kph over the canopy, which produces immense shockwaves. He can hardly hear himself think.

He can choose to abort a run at any time. But after the measured mile, when he lifts off, drag slows the car down at 3g to 1,280kph. Now comes what he calls his single compulsory decision: to hit the air brakes. If he misses the correct instant, he’ll run out of desert. If he gets it right, he calmly turns around and does it all again.

IMAGES: FLOCK LONDON







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# PLANET

## TOPGEAR



## A night to remember

CELEBS, HEAD HONCHOS AND DESIRABLE METAL, ALL ROLLED INTO ONE ENTERTAINING, POWER-PACKED TG AWARDS NIGHT



p028

### F1 2015 PREVIEW

Your guide to the upcoming Formula One season



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### SRIRAM NARAYANAN

Names the best (and ugliest) cars in the world



p033

### SHREENAND SADHALE

Explains why adventure bikes make more sense



p034

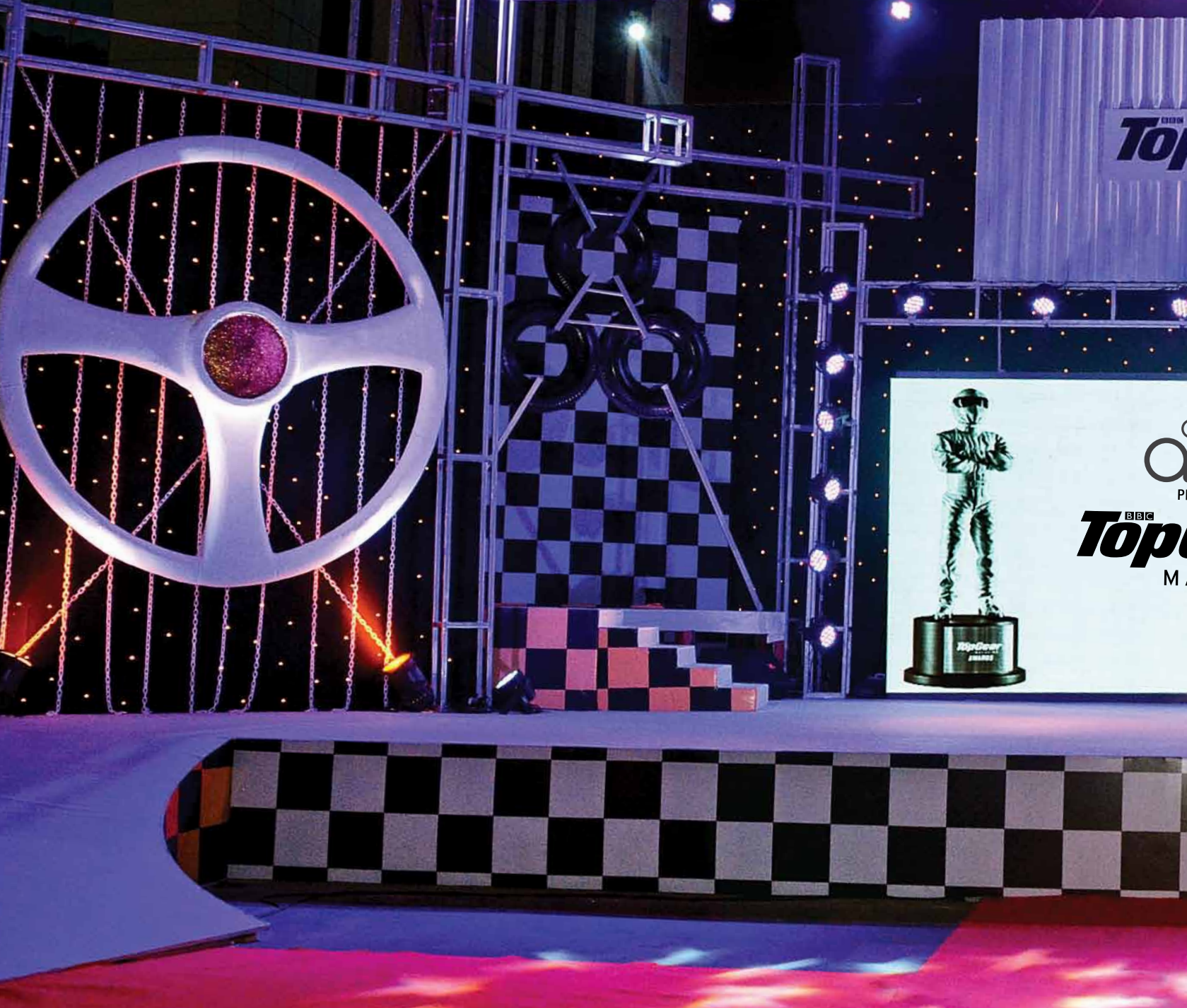
### OPTIONS LIST

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# IG GOES TO



A Stig trophy is special, and so was the night when *TopGear* India celebrated automotive excellence. Here are some frozen moments from a memorable evening

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**T**he Stig trophy weighs about 1.9kg, is around a foot tall, is made of plaster of Paris and clay, and feels positively brilliant to hold. Ideally, we would want one for ourselves – in fact, one each for the 15 of us in Team TG – but you can't have the hosts pocketing the trophies, right? No, not even if we did our bit in organising the

biggest and most coveted automotive awards in the country. So, yes, the 7th BBC *TopGear* India magazine awards were announced in the last week of January. It was a big night: the who's who of the automobile world trooped in with their better halves; there was some excellent music and food and wine; and, of course, there were cars and motorcycles: from a Lamborghini Huracan and a Jaguar F-Type R Coupe to the Porsche Macan, the Force Gurkha RFC and, among others, the Indian Chief Vintage. *TopGear* also honoured the men who made an impact on Indian automobile market. These included Mercedes-Benz India CEO, Eberhard Kern, for charting the resurgence of the luxury brand in India, and CS

Santosh, for becoming the first Indian ever to successfully compete in the legendary Dakar Rally. They were named as *TopGear*'s Men of the Year. Like we said, it was a night when we raised a toast to automotive excellence across the board. In true TG style, it was a hectic but fun and memorable night.

8



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**1** Anil Reddi, Brand Director, Porsche India, and Thierry Lespiaucq, MD, Volkswagen Group Sales, accept the Car of the Year award for Porsche Macan from Worldwide Media CEO, Tarun Rai and TopGear India Chief Community Officer and Editor, Girish Karkera

**2** Tarun Sachdev, Director-Finance, and Vimal Sumbly, MD, Triumph Motorcycles India, accept the Bike of the Year Award for the Triumph Daytona 675R from Tarun Rai and Girish Karkera.

**3** Joe King, brand director, Audi India, with the Saloon Car of the Year trophy for the Audi A3, presented by former Indian cricketer Sanjay Manjrekar.

**4** Shigeto Nishikawa, Deputy MD, India Kawasaki Motors, accepts the Bike Design of the Year Award for Kawasaki Z1000, presented by ace photographer Vikram Bawa.

**5** Anu Anamika, Head- Marketing (left), and Atul Gupta, MD, Suzuki Motorcycle India (right), accept the Street Sport Bike of the Year Award for Suzuki Gixxer from Ruediger Schroeder, MD, Karcher, India.

**6** Vikrant Singh, Sales Channel Director, BMW India, accepts the Performance Car of the Year award for BMW M3 from Girish Karkera.

**7** Sanjay Gupta, General Manager & Group Head - Marketing, and Rakesh Shrivastava, Senior Vice President & Division Head - Marketing and Sales Division, Hyundai Motors India, accept the Hatchback of the Year trophy for Hyundai Elite i20. The award was presented by designer Khushnuma Khambatta and sculptor Arzan Khambatta.

**8** Actor Urvashi Rautela was among the special invitees for the Awards event



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18



15

- 9** Rajesh Sharma, General Manager, and Anant Gurav, Deputy GM, Force Motors, accept the Monster of the Year trophy for Gurkha RFC from Jatin Ahuja, President, Big Boyz Toyz, and Girish Karkera.
- 10** Former Miss India Earth, Shobhita Dhulipala, and Worldwide Media CEO Tarun Rai present the Readers' Choice Car of the Year for the Hyundai Elite i20 to Rakesh Shrivastava, VP - Sales, Hyundai Motor India.
- 11** Purshottam Panda, Chief Executive - Powertrain Engineering, Maruti Suzuki, with Idea of the Year award for Alto K10 AGS presented by Rohit Gupta, CEO, KG International.
- 12** Neeraj Sharma, AGM, Bajaj Auto, with the Readers' Choice Bike of the Year trophy for KTM RC390. The award was presented by designer Prita Kataria Puri.
- 13** Team Hyundai India - Vishal Kher, Manager - West Zone, Rakesh Shrivastava, and BS Yoo, West Zone Coordinator, with the Value Car of the Year award for the Hyundai Xcent. The award was presented by Tarun Rai and Shobhita Dhulipala.
- 14** Team Mahindra & Mahindra - Vijay Nakra, Senior VP, Sales & Customer Care, Automotive Division, Vivek Nayar, Sr. Vice President, Marketing, Automotive Sector, Pawan Goenka, Executive Director, Pravin Shah, Chief Executive Automotive Division, accept the People's SUV of the Year Award for Mahindra Scorpio. The award was presented by Tarun Rai and Girish Karkera.
- 15** CS Santosh proudly accepts the Man of the Year (Motorsport) Award from former Indian cricketer Sanjay Manjrekar.
- 16** Urvashi Rautela presents the Driver's Car of the Year award for the Porsche Macan to Anil Reddi.
- 17** Pankaj Dubey, MD, Polaris India proudly accepts the Cruiser of the Year Award for Indian Chief Vintage from Sanjay Manjrekar.
- 18** Eberhard Kern, MD and CEO, Mercedes-Benz India, accepts the Man of the Year Award from Michael Schenberg, Deputy Counsel General of the German Embassy, Tarun Rai and Girish Karkera.
- 19** Jatin Aggarwal, Head - Public Affairs, Communications and CSR, Renault India, accepts the trophy for Variant of the Year for Renault Duster AWD from Rohit Gupta, CEO, KG International.
- 20** Pallavi Singh, Director of Marketing, Harley-Davidson India, with the Value Bike of the Year award



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**21** Team Hyundai India - Ankit Sood, PR team, Vishal Kher, Sanjay Gupta, Group Head - Marketing, Gautam Mukherjee, West Zonal Head, Rakesh Srivastava, and BS Yoo accept the Manufacturer of the Year Award from Tarun Rai and Girish Karkera.

**22** Thierry Lespiaucq, MD, Volkswagen Group Sales, receives the Supercar of the Year award for the Lamborghini Huracan from Tarun Rai and Girish Karkera.

**23** Pankaj Dubey accepts the Boys' Toy of the Year award for the Polaris RZR 900 Award, presented by Jatin Ahuja, President, Big Boyz Toys.

**24** Actor Cyrus Sahukar was the emcee for the scintillating evening

**25** Girish Wagh, VP And Head - Small Car Division, Tata Motors, accepts the Comeback of the Year Award from Girish Karkera.

**26** Nitin Dossa, President, Western India Automobile Association, presents the Scooter of the Year Award (Honda Activa 125) to Shrinath Kamlapurkar, Head, Sales, Western Region, HMSI, and Sachin Pawar, Zonal Head, Maharashtra.

**27** Vimal Sumbly, MD, Triumph Motorcycles India, with the Sportsbike of the Year trophy for the Triumph Daytona 675R.

**28** Nitin Dossa hands over the Facelift of the Year Award for Fiat Punto Evo to Marius D'Lima, Head - Corporate Communication (left), and G. Sanjay, Head Marketing, Fiat India (right).

**29** Vivek Singh and Saba Khan - PR Team, Honda Car India, accept the Family Car of the Year Award for the Honda Mobilio. The award was presented by designer Khushnuma Khambatta and sculptor Arzan Khambatta.

**30** Team JLR India - Nitin Khanna, AGM, Marketing and Sales, Ameya Tingare, Divisional Manager, Marketing, and Vrushali Deshpande, Manager, Public Relations, pose with the Car Design of the Year Award for Jaguar F-Type Coupe.

**31** Tarun Rai and Girish Karkera unveil the Awards issue.

**32** Team Mercedes-Benz India accept the Luxury Car of the Year Award for the S-Class from Ruediger Schroeder and Girish Karkera.



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# SEASON'S GREETINGS

Time to wake up, folks. F1 is back, and here's a lowdown of what to expect this year

WORDS: CHRISTOPHER CHAVES

By the end of the 2013 season, GP victories were getting as predictable as a 'wrestling entertainment' bout. F1 enthusiasts craved for change. They prayed for an incredibly talented driver, or a well-funded team that could pose a threat to Red Bull Racing, and one Sebastian Vettel, the four-time consecutive world champion. What followed in 2014 – which saw new, smaller, turbocharged powertrains and alterations to the structure of the single-seaters themselves – was just that, but not in the way everybody imagined. Once again, as the season unfolded, the results boiled down to Mercedes dominating the rest of the pack, but this time around the question of

which of the team's drivers would bag the title kept interest levels from dipping to new lows. Then, there was the air of controversy that surrounded F1 towards the end of last season, when Caterham and Marussia F1 were wracked by financial troubles. Caterham withdrew its management, making it the first team to resort to crowd-funding in order to compete in the final race of the season, in Brazil. But, it won't be part of the 2015 season, and its assets are scheduled to be auctioned off this month. There is still speculation as to whether Marussia F1 will actually be allowed to compete this year, after their proposal to run their 2014 cars that comply with the 2015 regulations was turned down.

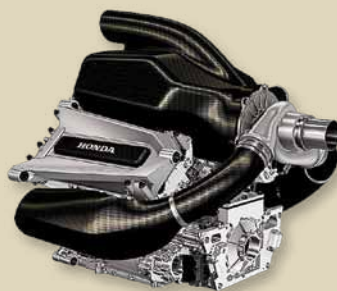


## F1 2015 RACE CALENDAR

1	Australian Grand Prix (Melbourne)	13 - 15 Mar
2	Malaysian Grand Prix (Kuala Lumpur)	27 - 29 Mar
3	Chinese Grand Prix (Shanghai)	10 - 12 Apr
4	Bahrain Grand Prix (Sakhir)	17 - 19 Apr
5	Spanish Grand Prix (Catalunya)	08 - 10 May
6	Monaco Grand Prix (Monte Carlo)	22 - 24 May
7	Canadian Grand Prix (Montréal)	05 - 07 Jun
8	Austrian Grand Prix (Spielberg)	19 - 21 Jun
9	British Grand Prix (Silverstone)	03 - 05 Jul
10	German Grand Prix (Hockenheim)	17 - 19 Jul
11	Hungarian Grand Prix (Budapest)	24 - 26 Jul
12	Belgian Grand Prix (Spa-Francorchamps)	21 - 23 Aug
13	Italian Grand Prix (Monza)	04 - 06 Sep
14	Singapore Grand Prix (Singapore)	18 - 20 Sep
15	Japanese Grand Prix (Suzuka)	25 - 27 Sep
16	Russian Grand Prix (Sochi)	09 - 11 Oct
17	United States Grand Prix (Austin)	23 - 25 Oct
18	Mexican Grand Prix (Mexico City)	30 Oct - 01 Nov
19	Brazil Grand Prix (São Paulo)	13 - 15 Nov
20	Abu Dhabi Grand Prix (Yas Marina)	27 - 29 Nov

### HONDA RA615H HYBRID

This turbocharged 1.6-litre engine marks a turning point of sorts for Honda. Honda, which was involved in F1 as a participant, constructor and engine supplier from the mid '60s, eventually completely pulled out of the sport in 2008 due to the global financial meltdown. Now, after a five-year hiatus, Honda is back as engine supplier to McLaren. After previously being barred from changing any of its engine components post approval to compete, McLaren's new engine partner recently won its fight to be allowed to develop its engine like Mercedes, Renault and Ferrari during the course of the 2015 season.



What has been confirmed, however, is that Honda is officially back, and though the Japanese aren't going to run their cars this year, they will once again be supplying engines to McLaren. Now, we all know what happened when these two joined forces the last time in F1, but as to whether they will actually repeat the success they shared in the days of the great Alain Prost and legendary Ayrton Senna remains to be seen.

The existing line-up of drivers has seen a fair bit of change as well. Vettel has opted to don some scarlet gear, and that provides an opportunity to Toro Rosso's Daniil Kvyat to shine with Vettel's old teammate Daniel Ricciardo, while Spain's youngest Formula Renault 3.5 champion Carlos Sainz Jr replaces the Russian at Red Bull Racing's sister outfit.

Fernando Alonso is back at McLaren, and will be hoping that his stint with the Woking-based team will be more memorable than the last time around. Sauber has replaced both their last year's drivers – Esteban Gutierrez and Adrian Sutil – with the now-defunct Caterham team's Marcus Ericsson, and Brazil-born F1 newbie Felipe Nasr.

The 2015 calendar remains fairly unchanged, apart from the inclusion of the Mexican GP that will be held at the 4.421km-long Autodromo Hermanos Rodriguez.

The changes to the cars themselves aren't as significant as those of last year. But, all the tweaks, including the alterations to the rules and regulations, are sure to make 2015 better than ever, or hopefully, more interesting than it has been in the recent past. **16**



## PLAYING BY THE RULES

Six changes you should make a note of

### 1 MOTOR BREATH

Each driver is restricted to four engines this season, although the number will increase by one if the total number of races exceeds 20. Breaching this rule will result in a grid penalty – with a twist. This time around, penalties are cumulatively based on the individual components of each power unit. If a driver is unable to take his full grid penalty, the remainder will be applied as a time penalty for the following Grand Prix.

### 2 FIA NOSE BEST

F1 gets the beauty treatment this year, because there are new regulations to improve safety while restricting ugly nose designs. 2014's beak designs, like the anteater and the twin-tusk, have been outlawed. Phew!

### 3 GEAR UP ONCE AND FOR ALL

Teams will no longer be able to re-nominate gearings during the season – they could do it once in 2014.

### 4 WEIGHT OF THE MATTER

Minimum weight for cars has increased from 690kg to 702kg.

### 5 VIRTUAL REALITY

In an effort to improve safety, and to prevent events involving double-waved yellow flags, in particular, a virtual safety car system has been introduced to ensure drivers slow down in time and avoid incidents. Fan-favourite safety car driver Bernd Mayländer's job is in jeopardy as this new feature can be used to neutralise a race without having to introduce the safety car itself.

### 6 END RESULT

Double points will no longer be awarded to the winning driver at the season finale.



# FAST TRACK MEN, FASTER MACHINES

Some Formula One teams have altered their driver line-up in an effort to get their noses in front of the competition, while others have opted for a tried and tested formula. Here's the who's who in what's what

## Mercedes AMG Petronas F1 Team

Team Principal: Toto Wolff, Paddy Lowe



Chassis: F1 W06 Hybrid; Engine: Mercedes-Benz PU106B Hybrid  
F1 Debut: 2010; World Championships: 1; Race Victories: 20; Pole Positions: 27; Fastest laps: 16

44



Lewis Hamilton

6



Nico Rosberg

Lewis: 2014 and 2008 F1 world champion; 2007 F1 season runner-up  
Nico: 2014 F1 season runner-up; 2005 GP2 world champion

## Scuderia Ferrari

Team Principal: Maurizio Arrivabene; Tech Chief: James Allison



Chassis: SF15-T; Engine: Ferrari  
F1 Debut: 1950; World Championships: 16; Race Victories: 221; Pole Positions: 207; Fastest laps: 230

5



Sebastian Vettel

7



Kimi Raikkonen

Sebastian: 2010, 2011, 2012 and 2013 F1 world champion; 2009 F1 runner-up  
Kimi: 2007 F1 world champion; 2003 F1 season runner-up

## Infiniti Red Bull Racing

Team Principal: Christian Horner; Tech Chief: Adrian Newey



Chassis: RB11; Engine: Renault  
F1 Debut: 2005; World Championships: 4; Race Victories: 50; Pole Positions: 57; Fastest laps: 44

3



Daniel Ricciardo

26



Daniil Kvyat

Daniel: 2014 F1 season second runner-up; 2010 Formula Renault 3.5 champion  
Daniil: 2013 GP3 series champion; 2012 Formula Renault 2.0 champion

## Williams Martini Racing

Team Principal: Frank Williams; Tech Chief: Pat Symonds



Chassis: FW37; Engine: Mercedes-Benz  
F1 Debut: 1978; World Championships: 9; Race Victories: 114; Pole Positions: 128; Fastest laps: 133

19



Felipe Massa

77



Valtteri Bottas

Felipe: 2008 F1 season runner-up; 2006 F1 season second runner-up  
Valtteri: Finished 4th in F1 in 2014; 2011 GP3 series champion



## McLaren Honda

Team Principal: Eric Boullier; Tech Chief: Tim Goss



Chassis: MP4-30; Engine: Honda RA615H Hybrid  
F1 Debut: 1966; World Championships: 8; Race Victories: 182; Pole Positions: 155; Fastest laps: 152

14



**Fernando Alonso**

22



**Jenson Button**

Fernando: 2005 and 2006 F1 champion; 2010, 2012 and 2013 F1 runner-up  
Jenson: 2009 F1 world champion; 2011 F1 season runner-up

## Sahara Force India F1 Team

Team Principal: Vijay Mallya; Tech Chief: Andrew Green



Chassis: VJM08; Engine: Mercedes-Benz  
F1 Debut: 2008; World Championships: 0; Race Victories: 0; Pole Positions: 1; Fastest laps: 3

11



**Sergio Perez**

27



**Nico Hulkenberg**

Sergio: 2012 GP2 runner-up; British F3 National class champion  
Hulk: 2009 GP2 champion; 2008 F3 Euro champion

## Sauber F1 Team

Team Principal: Monisha Kaltenborn; Tech Chief: Eric Gandelin



Chassis: C34; Engine: Ferrari  
F1 Debut: 1993; World Championships: 0; Race Victories: 1; Pole Positions: 1; Fastest laps: 5

9



**Marcus Ericsson**

12



**Felipe Nasr**

Marcus: 2009 Japanese F3 champion; 2007 Formula BMW UK champion  
Nasr: 2014 GP2 series runner-up; 2011 British F3 champion

## Scuderia Toro Rosso

Team Principal: Franz Tost; Tech Chief: James Key



Chassis: STR10; Engine: Renault  
F1 Debut: 2006; World Championships: 0; Race Victories: 1; Pole Positions: 1; Fastest laps: 0

33



**Max Verstappen**

55



**Carlos Sainz Jr.**

Max: 2014 European Formula 3 and Masters of Formula 3 champion  
Carlos: 2014 Formula Renault 3.5 Series champion

## Lotus F1 Team

Team Principal: Gerard Lopez; Tech Chief: Nick Chester



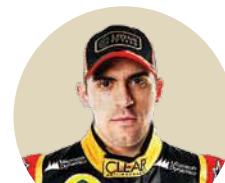
Chassis: E23 Hybrid; Engine: Mercedes-Benz  
F1 Debut: 1981; World Championships: 2; Race Victories: 37; Pole Positions: 51; Fastest laps: 36

8



**Romain Grosjean**

13



**Pastor Maldonado**

Romain: 2013 F1 7th place finish; 2011 GP2 and GP2 Asia series champion  
Pastor: 2012 – first ever, and only fastest lap in F1 qualifying – Spanish GP



# Sriram Narayanan

THERE IS A BEST CAR IN THE WORLD. IN FACT, THERE ARE TWO. ONE IS UGLY AND THE OTHER, UGLIER



THE EX-TG MAN'S LOVE LETTERS FROM DOWN UNDER

**W**hen it comes to gauging the best, I have no parallel. When Steve Jobs unveiled the iPhone, in 2007, I felt sorry for the man. I felt sorry for him because he thought people would be okay with a phone whose battery wouldn't last a day. I felt sorry that he imagined people would be okay with having to fondle a slab of glass instead of proper keys. But, as it turned out, they were – and are. When I heard of Facebook, I found it ridiculous that people would want to share their personal business with the world. And even if they did, that the world would care. Turns out they do.

In any case, our world is such that Yo Yo Honey Singh must have made more money in two years than Balamurali Krishna and Bhimsen Joshi put together in their entire lives. And, that's the story with cars. It's a pointless exercise, really. But one I can never avoid. Because, whichever hemisphere I am in, when I tell people what I do, they inevitably ask, "So, which is the best car?"

That got me thinking. Which, truly, is the best car in the world? My favourite is the Maserati GranTurismo. But it has too many quirks and mood swings to be the best. Ferrari 458? Koenigsegg? Some extreme RS 911? Only if you drone on about mid-corner balance at off-throttle and work out the degree of opposite lock to correct mild oversteer. And, if you do, you'd be lousy company in general and make boring car review videos in particular. Besides, there isn't much to a 458 or any other exotic. Take expensive tech and materials, put an engine in the middle without regard for

cup-holders and suitcases; think of a ridiculous set of numbers followed by a lot of zeroes and ask people to pay up. See? Nothing.

Rolls-Royce? They are good, but too immersed in extreme opulence. In the early 20th century, the motor car was considered anything from outer-planetary technology and a transport superior to the horse to being consort of the devil. But if you were to take a long journey in one of those early beasts, you'd end up at your

**"After much thinking, only two cars come to my mind. Two cars that are everything. The Panamera and the Yeti"**

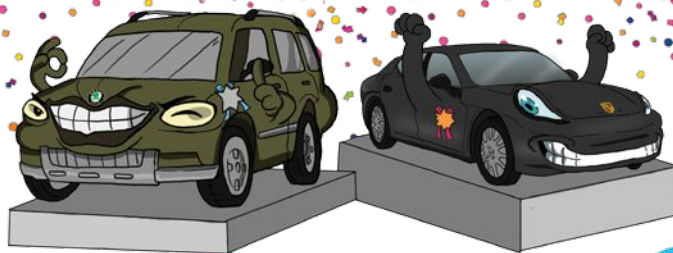
destination looking like you walked through several coal mines. Unless you were in a Rolls-Royce. Today you can do 500km in an Alto and still look fresh. It has been said that the Mercedes S-class is the best car in the world. The problem with people who think that is they equate unheard of technology and excellent pre-emptive safety as the only things that matter.

Toyota Corolla? Because every third person in the world has one? Remember what I said about Honey Singh?

So you see it's easy to make a luxury car, or a supercar, or a budget car. They are either great to drive, or comfortable, or practical, but never everything. And after much thinking, only two cars come to my mind. Two cars that are everything. The Skoda Yeti and the Porsche Panamera. The Yeti is awkward bordering on ugly. It isn't a hot seller. But it drives well, handles great, seats five, and you can load a washing machine, or a calf in it and go off road. You can buy one with a loan, or you can buy one used. It's a car that simply works for every occasion. For the driver and the driven.

And if money is no object, get a Panamera. It's uglier than the Yeti -- if such a thing was possible -- but it makes an impression in the porch of a fancy hotel. Despite the looks. And it's a sportscar with four doors that keeps you comfortable over bad roads. Its boot won't take a cow, but pretty much everything else, and it's absolutely thorough as a petrol or a diesel, as a V6 or a V8, as a turbo or without one, for the driver and the driven. There. I have stuck my neck out. And I have said it. I wouldn't kill to have either, but after I crossed my t's and dotted my i's, these two ended up the best.

The views expressed in this column are solely those of the author.  
sriram@topgearindia.net





# Shreenand Sadhale

SS TALKS ABOUT MOTORCYCLING FOR GROWN-UPS AND THE BENEFITS OF STAYING UPRIGHT



FULL TIME PILOT, PART-TIME MOTORING JOURNALIST. SOME GUYS HAVE IT ALL...

**T**he first time I realised I liked live music was when I attended a Mark Knopfler concert. Now, there's rarely a day his Pensa doesn't resonate in my living room. The first time I realised what handling meant was when I went around a corner in a Lotus Elise, the loud pedal pasted firmly to the floor, the car tracking true like it was a life-size Scalextric slot car. The first time I realised what rate of climb meant was when I did a full-thrust take off in a Learjet 45. I've flown more powerful airplanes after that, but I've never quite had the same rocketing sensation.

Apologies for the massive chest-thumping, dear reader, but what I am getting at is, knowing what you like, doesn't mean only liking what you know. You see, a friend of mine recently got his priorities in order and finally got himself a motorcycle. Now, he was fortunate enough to be in a place where he could choose any motorcycle he liked. So, our born-again biker went ahead and got himself a 1,000cc super-sport. Much against my recommendation, if I may add. Not that I've got anything against them, but after having spent the last five years on what I like to call 'upright' motorcycles, I really can't vouch for anything else.

But then, motorcyclists are an adamant bunch. For years, the GSeS of the world were seen as the bikes of choice for those who grew a beard and thought of a ride across the Sahara as a quick jaunt. The rest of the world, meanwhile, used motorcycles with riding positions more suited to chasing the horizon just to buy milk.

I guess the real deterrent with adventure motorcycles is the view that they aren't as much fun as all-out sports machines. I should know. My first three 'big' motorcycles were all race-replicas with registration plates. But, when I finally joined the

adventure brigade (BMW F650), I realised I could do so much more. For one, broken tarmac now made me smile, and because the ergonomics were so good, riding all day didn't mean a broken back and a painful wrist the next. This is what race horses must feel like when they have their blinders taken off.

After that, there's been no looking back. Yes, the knee sliders have stayed scrape-free for some time now, but I still take the twistiest bit between A and B, and dare I say, it's almost as much fun. But now, I ride all the way to Z. Today, adventure motorcycles have grown so big and intimidating,

**“Knowing what you like doesn't mean only liking what you know”**

even grown men struggle to place both their feet flat on the ground. And, I hope you're not stuck on a desolate street when you drop it. Drop it you will, because new-age adventure machines are so big and intimidating in the first place. Which is why, if KTM builds the 390 Adventure, it would make perfect sense.

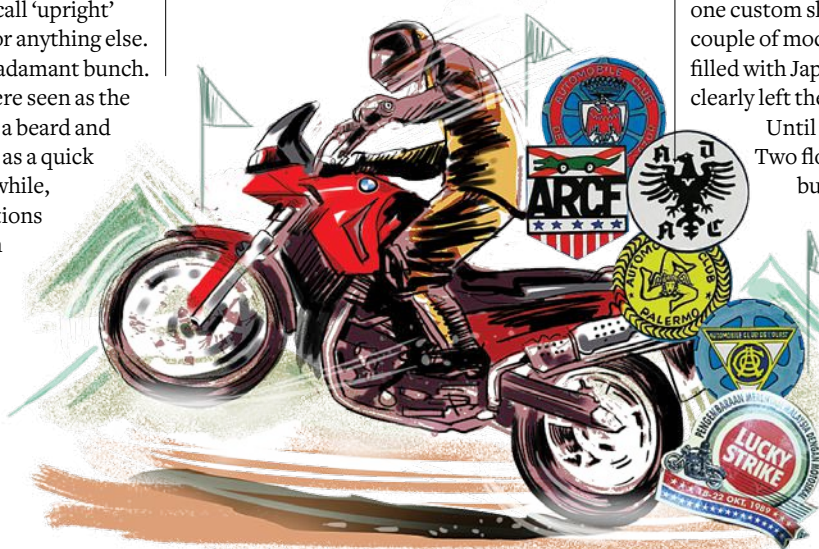
As for my friend, maybe he, too, is going through the whole rite of passage thing, getting the speed buzz out of the system before he calms down and starts enjoying the view. I will be waiting for him on the other side. Because motorcycles, like life, are best experienced upright.

**On a different note**, on a recent trip to Tokyo, I visited the Ueno motorcycle district. I first read about it in an issue of Cycle World which had a Ducati 888 on the cover. They'd done a five-page photo feature showing rows of motorcycle shops with Katanas and Blades piled up to the ceiling.

A Google search warned me that the district was now a shadow of its former self, but having read about it for so long, I just had to go. But, once I got there, I saw it for myself. It was a ghost town. Could it really be that there's nothing left? Just one custom shop, one used motorcycle dealer, a couple of modern dealers, an accessory store filled with Japanese funk and... that's it. Elvis had clearly left the building.

Until I walked up to the local Arai shop. Two floors stacked with not just helmets but riding gear, go-faster bits, GP memorabilia, magazines that deal only with race replicas (1985 GSX-R on the cover), a re-run of the 1984 Dutch TT on the telly for a background score and Lucky Strike stickers for sale. Paradise may have been lost, but one man still had his.

**The views expressed in this column are solely those of the author.**





OUR CHOICE OF THIS MONTH'S TOP-SPEC STUFF

# OPTIONS LIST



## LENOVO VIBE X2

Lenovo really knows how to make a budget phone look and feel premium. You won't be able to guess the X2's price tag, with its layered design and slim form. The 5in screen is bright and crisp with a full HD resolution and 441ppi pixel density. Lenovo is still going strong with its custom take on Android that does away with the app drawer, setting all your loaded apps on home screens itself. The sluggishness we used to experience with Lenovo's interface in previous generation devices has been greatly reduced, and now it feels a lot faster and better optimised.

The MediaTek MT6595m chipset uses a quad-core CPU and a separate quad-core GPU. It is married to 2GB RAM, which makes the X2 a hell of a performer. There's also 32GB of storage, but unfortunately, no option for expandable memory. Lenovo X2 boasts a 13MP rear camera, which performed well under bright lighting conditions, but produced grainy images in less-than-optimal light. The 2300mAh battery had just about enough juice for a day. But despite the drawbacks, the X2 is still a great buy.

**₹19,999; [lenovo.com/in](http://lenovo.com/in)**



## CREATIVE T50 WIRELESS SPEAKERS

The Creative Gigaworks T40 were amazing, when it came to 2-channel desktop speakers, and now the T50 brings that technology to the current times. The two-speaker unit is relatively sleeker and more curvaceous. Even the huge power-brick that came with the T40 has now been replaced by a sleek adapter. There's no sub-woofer, and that does impact the deeper bass levels. With Bluetooth and NFC support, setting up your NFC-enabled phone is just a tap away. There's also an aux cable input, so you can set these up as desktop, or home-entertainment speakers, but with a wireless edge. Normally, wireless speakers are associated with tinny sound, but with the T50, things are a lot better. You can easily fill up a living room with its robust sound. The highs and the mids are the strongest points about the T50. The T50 is way better at wireless audio than the alternatives we've seen in its price range. These are speakers that you would not keep in the corner of your house, but connect to your TV or PC, for maximum use.

**₹17,999; [asia.creative.com](http://asia.creative.com)**





# OPTIONS LIST

## GEAR

### Dirt buster

*Washing your vehicle just became a lot easier*

#### BOSCH AQT 35-12 HOME & CAR WASHER



This easy-to-use pressure washer from Bosch offers you a convenient way of ridding your car or motorcycle of grime and gunk. The ATQ 35-12 comprises of a pumping unit, a water connection inlet, a water gun outlet and can be carried around almost anywhere as it folds away neatly into a backpack. Also, the electricity supply plug can be charged through a standard 12V socket, so you can charge it up at home.

₹8,700; [flipkart.com](http://flipkart.com)



#### MAD CATZ PRO RACING FORCE FEEDBACK WHEEL AND PEDALS FOR XBOX ONE



The latest, closest thing to a real-life driving experience, whether you're cornering hard at the Nurburgring in Forza 5 or going for it in the Huracan in Forza Horizon 2

₹32,990; [madcatz.com](http://madcatz.com)

#### SONY MDR Z7



High-clarity headphones packed with a 70mm HD driver unit that produces up to 100kHz of high frequencies

₹41,990; [sony.co.in](http://sony.co.in)



#### LG MUSIC FLOW AUDIO SYSTEM



You'll always have the song at hand when you're in the mood for it, with this source-independent network audio system

₹52,990; [lg.com/in](http://lg.com/in)



#### BLAUPUNKT CAPE TOWN 940



Blaupunkt's flagship audio system that's powered by Android syncs with your phone for the complete infotainment experience

₹54,990; [blaupunkt.com/en](http://blaupunkt.com/en)



# OPTIONS LIST

## WATCHES

# TG Watch Report

*The pick of this month's watches*

### TAG HEUER AQUARACER CALIBRE 5

➤ The Aquaracer Calibre 5 (40.5mm) is a rugged outdoor watch, but it doesn't forsake sophistication. Not one bit. It's got faceted hand-applied indexes and faceted hour and minute hands, an angled date window and a striking dial. The fine-brushed steel case is complemented by a choice of five dial colours, including silver and navy blue. [tagheuer.com](http://tagheuer.com)



### BREITLING CHRONOSPAC MILITARY

➤ Luminous numerals and hour markers? Check. NVG-compatible backlit screen? Check. 1/100th of a second chrono with split times and Coordinated Universal Time? Check. And, that's not all. The Chronospace Military is powered by a SuperQuartz chronograph caliber that's way more accurate than ordinary quartz. Apart from an anthracite or khaki-colored fabric strap, the watch is also issued with a black steel mesh bracelet. [breitling.com](http://breitling.com)



### ROLEX OYSTER PERPETUAL

➤ The Oyster, launched in 1926, was the world's first waterproof wristwatch. And, it has also been the watch that has featured a number of innovations, including self-winding via a perpetual rotor. Not surprisingly, it is an icon. Now, Rolex has introduced updated versions of the Oyster model, in 31mm and 36mm. The collection features the waterproof Oyster case, the Perpetual movement and new dials in different colours. [rolex.com](http://rolex.com)



### TOMTOM GPS WATCHES

➤ TomTom's new Runner and Multi-Sport GPS watches provide data on time, distance, speed, heart rate and calories burnt to cyclists and runners. The sport watches are compatible with various fitness platforms, and feature scratch-resistant displays and are waterproof up to 165ft. TomTom claims a battery life of between 8 to 10 hours for its models. Prices range from ₹12,999 to ₹23,499. [tomtom.com](http://tomtom.com)



# Ask Uncle TopGear



OUR MYSTERIOUS AGONY UNCLE HELPS SOLVE YOUR DILEMMAS. SORRY IF HE GETS A BIT GRUMPY

## ASK UNCLE TOPGEAR

### Dear Uncle TG

I am a *TopGear* subscriber. Have been one for the last eight years or so. I was reading one of your recent issues, and came across something that I found highly offensive, or, at least, disturbing. And, I saw it in this very section of the magazine. The thing that got me all worked up was your answer to a question from an 87-year-old gent, who had said that he was looking for a small car but was worried about most hatchbacks' performance in the Euro NCAP tests. I think your answer – "You said you are 87?" was mean, and not in the spirit of things. I am 89, and I'm also looking to buy a car. But, I won't be asking you for advice. Please treat this letter as a protest note.

*Ali Virji, via email*

I know this is unsolicited advice, but how about a hearse?

### Dear Uncle TG

I am looking for a new set of tyres for my Ford Figo. I want the best there is. I mostly commute from home to office and back. That's all. But, like I said, I want the very best. Anything less won't do.

*Kumar Shyam, via email*

### Dear Uncle TG

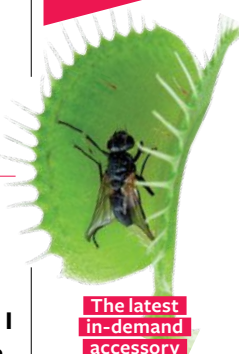
I am Anil, from Rohtak. I have been always wanting to be a automotive reviewer. It has a passion from my teenage the obsession. I hoped to become engineer but failed to do that. I am sure I can be successful automobile



Getting ready for the Great Beyond

**EMAIL  
US YOUR  
QUERIES  
FOR  
UNCLE  
TG...**

askuncletopgear@  
topgearindia.net



The latest  
in-demand  
accessory

**journalist. I fantasise about it. Any possibility?**

*Anil Singh, via email*

No.

### Dear Uncle TG

I am a total biker. Like, total. I have eight tattoos to prove it. And, I ride long distances without stopping. Mumbai-Goa in 10 hours – non-stop. I am part of the big biker brotherhood. But, recently, I was on vacation in Spain with my family. We were driving around in Barcelona, and got lost. So, when I saw a group of bikers, I got out of the car, and waved to them, and asked them for directions. But, those guys ignored me. Whatever happened to biker brotherhood?

*Aneesh Pereira, via email*

I can totally understand. How could a bunch of bikers in a little lane in Barcelona not know that a guy, probably dressed in shorts, a t-shirt and a baseball hat, and

emerging out of a car and asking for directions, is a biker? It's beyond me.

### Dear Uncle TG

**I hate flies. For some reason, they keep slipping into my car. Before you ask, of course, I keep the windows up all the time, and the air-con is always on when I drive. But, these critters, I tell you. They have a way of getting into my car. I'm at the end of my tether. So, the other day, my wife suggested I buy one of those fly-catchers – the things that go 'zzzit...zzzit', install it in my car and watch those buggers get toasted. I want to know what you think.**

*Ram Prasad, via email*

I think it's an eminently workable idea. But, is it 'zzzit...zzzit', or 'zwooosh...zwooosh'? I think you should confirm that. I was also thinking that you could also look at a Venus flytrap (*Dionaea muscipula*). It'll be way more fancy to have one of these carnivorous plants growing out of, say, the car's AC vents. Totally cool, no?





# YOU KNOW HOW IT IS: THERE'S ALWAYS SOME KIND OF TEST, BEFORE THEY LET YOU INTO THE GANG.

Gentlemen, buckle up those seat belts and put the top down, because you're in for some ride. With TopGear.com, the online avatar of the world's favourite motoring show and magazine. With its irreverent and opinionated take on the automotive world, all the latest rumblings on wheels and a whole bunch of cool reviews and features, it's got everything you need to get your daily car fix. You know what to do next.

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# DRIVES

THE CARS THAT MATTER. DRIVEN, TESTED AND RATED THE TOPGEAR WAY



RIDE OF THE MONTH

## DUCATI SCRAMBLER

Whoever believed only fast could be fun never saw this coming **TURN OVER**



p042

### FORTUNER 4WD AT

Four-wheel drive Toyota, now with an auto 'box



p043

### AUDI A8L 60TDI

The badging changes, the diesel V8 stays mad



p044

### HYUNDAI 4S VERNA

Hyundai's City-fighter visits a cosmetic surgeon



p047

### MERC C-CLASS DIESEL

S-Class-aping C's been given an oil-burner





# Ducati Scrambler Icon

The Italian manufacturer's new entry-level mobike is big on fun BY ABHINAV MISHRA

W

hen Ducati talks about its asphalt-devouring motorcycles, you have a fair few tongue-twisters thrown at you, including

Testastretta 11° and Desmodromic. Well, the Scrambler presentation, in Thailand recently, was a bit different. There were no Power Point presentations with slides of torque curves and CAD drawings. Instead, we were mostly immersed in pop culture.

Time for a brief history lesson:

Ducati launched the Scrambler in America back in the 1970s as an entry-level model. The motorcycle had a retro appeal, similar to the Volkswagen Beetle's, and it worked quite well for the company. Nearly five decades later, the Scrambler is back with similar intentions.

The motorcycle will be the new entry-level product in the company's line-up, and has been positioned to appeal to a generic audience. Now is a good time to mention that the bike is

## SNAPSHOT

### IN DETAIL



803cc air-cooled L-twin taken from the Monster 796



Nope, not a Ducati Scrambler. It's the 'Scrambler by Ducati'



Simplistic tail-light, totally in sync with the rest of the design

equipped with a USB charger for your phone, or tablet, or whatever, and that should give you an idea of the kind of audience it is aimed at (read social-media obsessed, yuppie-ish...you get the drift).

The styling of this dual-purpose motorcycle takes its cues from the original Scrambler. The LED daytime running lights, which border the headlight, have been split into four parts to form an 'X'. This is one of the Scrambler's signature design elements, but Ducati has been wise enough to treat it with subtlety.

The base Icon variant we rode comes with 10-spoke alloys. Carrying the on-off road theme are the dual-purpose Pirelli MT 60 RS tyres.

You'd have noticed that the beautifully-designed tank does not feature the Ducati logo. In fact, 'Ducati' is positioned below 'Scrambler'. So, what does this mean? Well, the Scrambler will be a sub-brand of sorts. Unlike regular Ducats, the Scrambler is about kicking back and relaxing. And, that philosophy is evident in the choice of engine as well.

Ducati has recommissioned the

PHOTOGRAPHY: MANUFACTURER



## SPECS

2cyl L-twin, air-cooled, 803cc, 74bhp, 68Nm, 6-speed 170kg (dry) ₹ 6 lakh (est., ex-showroom, Delhi)

\*claimed





LED DRLs placed around the headlight form an 'X' pattern



Expect the mandatory saree guard to obscure the chunky Pirelli in India

803cc air-cooled L-twin motor from the discontinued Monster 796. The engine has been detuned to make 74bhp (about a dozen less than the 796) and 68Nm of torque, and it is mated to a six-speed transmission. The drop in power can be attributed to riding licence rules which are in place in many countries. While the power rating might not sound impressive, the 170kg (dry) Scrambler makes good on the power-to-weight front. This is pretty evident from the start itself.

The Scrambler feels like a Ducati from the word go. The torquey L-twin engine feels eager to get going no matter which gear you are in, thanks to the short gear ratios.

This 803cc motor is all about low- and mid-range performance, and feels happiest between 4000rpm and 6000rpm. The exhaust note sounds the best in this range as well. But, the engine doesn't like to be revved hard. Vibrations start creeping in past the 6000rpm mark, and around 8000, the engine sounds stressed. Take it up a notch higher, and the limiter comes into play. Despite that, the 803cc motor is quite versatile. It is up to the rider to choose between some good old-fashioned hooligan-ish riding, or



## VERDICT

A fun motorcycle from a serious manufacturer that will appeal to bikers and non-bikers alike.

8/10

simply coasting down an open road.

As you would expect from any Ducati, the Scrambler handles like a dream. The Pirellis do a good job of handling most road surfaces. Add to that, the short turning radius, and the Scrambler can not only take corners well, but can also pull off quick U-turns on crowded streets.

What should be made clear here is that the Scrambler is more of a soft-roader than a proper off-road machine. This is evident in the way it manages surface undulations. The suspension is stiff. The front is non-adjustable, while the Kayaba monoshock at the rear is preload-adjustable. The rear suspension on our test bike was set to medium, and could be adjusted for a plusher ride.

Overall the Scrambler is a likeable motorcycle; but there are a few things that could have been done differently. The upright riding position doesn't take time getting used to. The handlebar and foot pegs are within easy reach. Sitting like this might be good for short trips, but on longer rides, it could get tiring.

Ducati will be offering the Scrambler in four flavours. Apart from the Icon variant that will be available in

red and yellow, there will also be an Urban Enduro variant that comes only in green and is aimed at folks who love touring. The Enduro features a high front mudguard, engine sump guard, headlight guard, and cross strut handlebars. The Full Throttle variant is themed around a flat-tracker, and comes in all black with a Termignoni slip-on exhaust and a lower, tapered handlebar. The top-of-the-line Classic is the most minimalist in its approach, with wire-spoke wheels and aluminium mudguards at the front and rear. Ducati has a range of accessories if you want to customise the bike.

In a world where bikes are defined by the cutting-edge tech they're equipped with, unbelievable power ratings and insane top speeds, the Scrambler comes across as a breath of fresh air. The Scrambler is not trying to be the fastest, or the most technologically advanced machine on the block. It is a relatively simple machine that just wants you to get on it and have fun.

## THE RIVAL

Not exactly a rival to the Scrambler, but if you talk price, the Bonnie is the closest, and biggest threat to the Duc

## TRIUMPH BONNEVILLE







# Fortuner 4WD AT

Toyota SUV. Four-wheel drive. Automatic 'box. Now say it together BY AGASTI KAULGI

W

e have no clue what took Toyota almost a decade to do this. It took them that long to realise that Indians, at least in this segment, wouldn't mind shelling out a bit more to have both, a 4WD system and the convenience of an auto transmission. Are we happy? Well, yes and no. Yes, because giving some rest to the left foot and omitting frequent gear changes can never be a bad thing. And no because, after making us wait for so long, Toyota has brought in a modest five-speeder for the Fortuner 4WD, and while others have gone in for seven or even nine ratios, Toyota's stuck to a modest five.

The five-speed slush box isn't lightning-quick. It's the kind that'll get the job done, but won't be in too much of a hurry to do it. Unlike most 'boxes, this one has gates for the lever, but the good part is that you can manually choose the



Five-speeder efficient, but not too quick



Cabin fairly plush. Still reminds one of the Innova

## VERDICT

The auto 'box adds a fair bit of convenience, but isn't electrifying in terms of performance

7/10

cog best suited for the job if you so wish. This comes in handy when things get mucky. Mating an old-school five-speeder to a huge 3.0-litre oil-burner to lug a two-tonne SUV means you can't expect it to be too fuel-efficient. Still, it returns 12.7kpl on the highway and 8.4kpl in the city. The 3.0-litre, by the way, cranks out 169bhp and 343Nm, and the car gets to 100kph in 11.73 seconds. We reckon Toyota could have made the Fortuner quicker on its feet by introducing a faster-changing 'box.

The Fortuner displays the pedigree of a real beast off the road, something it inherits from the LC Prado. High ground clearance, a low-range transfer case and a full-time 4WD system, it's got it all. And now, the auto makes off-roading easier than before. Visually, the only difference

between the manual and the auto, apart from the badging, are the new matte-black alloys. Yes, they look good.

Apart from that, nothing much changes. The ride is still a bit too choppy even on well-paved roads, and the cabin is too similar to the Innova's. The middle row isn't as spacious as it looks. Same goes for the third row. Headroom isn't an issue in an SUV as tall as this, but there's ample body roll.

This is the most expensive Fortuner in India, and costs ₹26.5 lakh (ex-Delhi). That makes it a hefty ₹3.4 lakh more expensive than its closest rival, the SsangYong Rexton RX7. That, too, gets an auto 'box, a decently-long feature list and loads of road presence. But if it is an old-school SUV with some convenience that you want, this slots in just right.



PHOTOGRAPHY: JAGDISH LIMBACHHIYA

## SPECS

4cyl, 2982cc, 169bhp, 343Nm, turbo-diesel, 5A, 4WD 8.4kpl city, 12.7kpl highway ₹ 26.5 lakh (ex-Delhi)  
0-100kph: 11.73 s, 30-50kph: 2.16s, 50-70kph: 3.32s, 80-0kph: 25.16m; 2.25s





# Audi A8 L 60 TDI

The updated V8 diesel powers the flagship limo to 100kph in under five seconds **BY AGASTI KAULGI**

**O**ur previous reports on the Audi A8 L have focused on its plushness and the sci-fi-inspired LED Matrix headlamps. This time, though, we'll restrict ourselves to mostly talking about the stuff that's under that long hood, stuff that's been updated. The A8 L can now be picked up with the reworked 4.2-litre V8 diesel which now belts out a ginormous 850Nm of torque. To put that figure into perspective, the Lamborghini Aventador and the Ferrari F12 Berlinetta both produce around 700Nm of spin. This engine also produces a hefty 385bhp. All of this power and torque makes it start at 0 and emerge at 100kph in a frighteningly quick, very sportscar-ish 4.78 seconds.

The engine is mated to a smart 8-speed transmission that allocates the



Rear passengers get individual entertainment units



A8 L's cabin is among the plushest in the business

## VERDICT

The quickest limo in the market. The torque will totally floor you

8/10

right amount of torque to all four wheels, making sure none of it is wasted in just burning rubber. It sticks to lower ratios when you require power, and hurries up to the highest cog when you are cruising. The topmost gear is so tall that even at 160kph, the revs remain under 2,000rpm. The engine is the most fuel efficient V8 we've encountered of late. It delivers 8.4kpl in the city, and stretches a litre to 13.2km on the highway.

The A8 delivers a good ride, but the S-Class is still the boss when it comes to filtering road irregularities. The ride isn't harsh, but your back still gets introduced to some of the more mean potholes. Like most long-wheelbase limos, the A8 has a tendency to pitch, and body roll makes its presence felt around corners. You'd be stupid to expect immense agility from

this 2-tonne machine. But if you show it the beans, the quattro will work overtime to ensure it doesn't lose its line easily. The steering, though, delivers very little feedback. The A8 L's cabin spoils you silly. The rear has acres of space, and the reclining seats get a massage option. There are also individual entertainment systems for rear passengers.

The tremendous firepower and luxury overload makes this car the most expensive A8 L in India. It starts at ₹1.32 crore (ex-Mumbai) – without optional extras – and there is almost no limit to the kind of customisation options on offer. If you are a moneyed fan of the four rings in search of a massive and powerful but stylish limo, this should be on your check-it-out list.



PHOTOGRAPHY: DEVESH SHOBHA

## SPECS

4134cc, V8, turbo diesel, 385bhp, 850Nm, 8A, AWD 
 City: 8.4kpl, Highway: 13.2kpl 
 ₹ 1.32 crore (ex-Mumbai)

0-100kph: 4.78s, 30-50kph: 1.30s, 50-70kph: 1.32s, 80-0kph: 22.66m; 2.08s, top speed: 250kph





# Hyundai 4S Verna

Another mid-life update, but this time, it's mostly cosmetic **BY GIRISH KARKERA**

PHOTOGRAPHY: ASHUTOSH SHARMA

**J**ust last year, Hyundai made significant changes to the dynamics of the Verna to bring it up to speed with increasing competition in the mid-size segment. A bit of a nip and tuck at the front and a fresher interior is what that update brought along. But it also brought to the table significantly sorted road manners. The ride was significantly less choppy for the rear passengers, and the car was more composed at high speeds. What it didn't do at that time, though, was give the car a proper facelift too. The Verna, also sold as the Solaris around the world, got the update only in the middle of last year internationally. And, Hyundai is now

ready to offer it in India as well.

With the last generation change, the car went from being called the Verna to the Fluidic Verna. This time, '4S' precedes its name. Hyundai's marketing chaps will tell you that it stands for style, safety, speed and sophistication. So, on the style front, the new Verna gets an all-new face that may remind you of the Toyota Corolla Altis. It has a very similar chrome grille with winged ends and twin horizontal slats in place of the miniature grille of the earlier model. The headlamps are bigger, and more swept-back. The front bumper houses fancy fog lamps incorporated in fancy, boomerang-shaped casings. All these changes now make the Verna look much wider, and hence, bigger when viewed from the front. The side doesn't see many changes, but the rear gets new LED-like tail-lamps, which wrap around the edges, making them seem larger. The bumpers – both front and back – are new, with the latter more rounded than before to give a cleaner and wider appearance. Even the exhaust tip has been tucked away underneath. While we find that a bit odd, it seems that this works well in Europe, which is also where the Verna is expected

## SNAPSHOT

### IN DETAIL



**ABS is now standard on all variants. Good move**



**'Ergo' lever to put the front passenger in his place**



**Storage bins, like these rear door pockets, abound**

to sell in large numbers.

On the inside, the major change is an all-new rear seat. This 4S Verna is a few millimetres longer, but that is due to the design of the new bumpers. Else, the dimensions stay the same. So, there is as much legroom and headroom as earlier. Even boot capacity is the same at 485 litres, which, by the way, is quite a lot, and since it is well-designed, it can swallow tons of luggage. The major change at the rear, though, is an all-new seat that is more comfy thanks to its shape and cushioning. Three can sit abreast, but two can sit rather comfortably, even over long distances. The under-seat cushioning has been extended a bit and raised at the edge to provide better under-thigh support. And, just so you know, the armrest isn't a slab of cushion anymore: there are two cup-holders integrated into it. Also, because VW did it first on the Rapid and Vento, there is an 'ergo' lever that allows the co-driver's seat to be pushed ahead (or pulled back) from behind.

At the front, there is not much of a change barring the driver information display, which now features white font on a black background, as opposed to the black-on-white on the previous car. It's

**Very Toyota Corolla Altis-like from some angles**



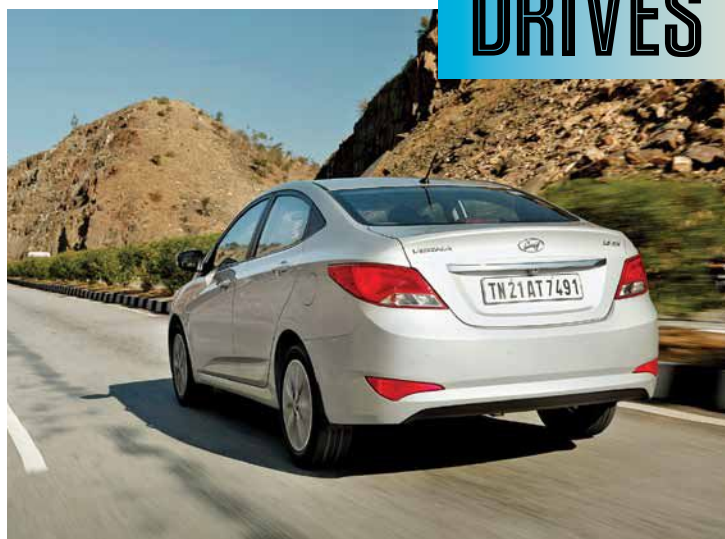
## SPECS

1.6 SX CRDi: 4cyl, 1591cc, 126bhp, 260Nm, 6M 26.5kpl\* 0-100kph: 11.07s (estimated) 8-13 lakh (est, ex-showroom)





Dashboards stays identical to that of the previous Verna



something that is definitely easy on the eyes at night, and looks nice during the day, too. You also get a sliding armrest at the front, which will be useful over long journeys. There is no other change made to the overall centre console layout, dashboard colours and door trim plastics.

What also don't change are the power plants. Both 1.4- and 1.6-litre petrol and diesel engines will be employed in the new car. Minor tuning is said to have enhanced fuel efficiency further on the diesels, but expect the gains to be marginal. The 4S Verna will continue with the same five-speed manual transmission for the petrol version, and a six-speed for the diesel. It is a slick 'box with short and precise throws, and makes driving through traffic easier, although the engine has enough grunt to keep you crawling for longer before you need to downshift. The 1,591cc common-rail diesel is a proven workhorse with 260Nm of torque coupled with 126bhp. It is noisy, but revs smoothly. With the slick 'box, building speed is easy, particularly in the mid-range. And, since the update early last year, the Verna is much more relaxed



## VERDICT

Mid-life facelift perks up Verna. Mechanically still the same... mostly.

7/10

when it comes to steering inputs. The steering does feel heavier as speed builds, but it still is a bit on the lighter side. It isn't the best system out there as far as high-speed dynamics go, but manages to stay calm under quick lane changes. Ditto, when it comes to braking. Wind noise in the cabin is substantial, though.

The mid-size segment is seeing some serious action, and the Honda City has done surprisingly well, despite its rather unconventional design and relatively simpler interior. The new Verna emulates a bit of that by offering a face that makes the car look bigger than before, while continuing with minor suspension and efficiency upgrades to keep us interested. While the car is scheduled for a launch after this issue goes to print, we can tell you that the trim levels will be similar to

the outgoing models. But, there will be no 'optional' top trim, with the top-of-the-line SX variant now getting all goodies such as six airbags as standard. Plus, ABS is now going to be fitted on all variants, which is a good initiative. But daytime-running lights, which were standard on the outgoing model, are missing, and are most likely to be available as an option.

Pricing is going to be crucial here, because the well-specced versions that form a bulk of the sales make the Verna relatively expensive to buy. With the upgrade, the prices may go up further. While the last update was more mechanical, this facelift and other minor changes completes the mid-life facelift for the current Verna before the next-generation model comes along in two years' time. If Hyundai can restrict the price increase percentage to a single digit, this could be a serious value-for-money upgrade.



## THE RIVAL

The City, apart from carrying an older and stronger brand name, also offers an airier cabin.

## HONDA CITY







# Mercedes CLA 200

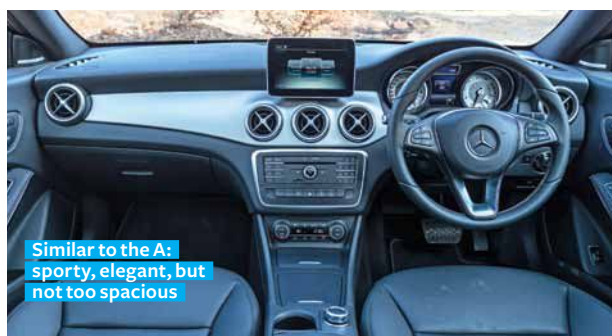
Merc's answer to the Audi A3 is a solid package BY AGASTI KAULGI



**J**ust before 2014 ended, Mercedes launched the new avatar of the C-Class in India. It was a full generation change, with almost everything new – even the price – and the segment that it now finds itself in. It's now placed a segment above the one the previous-gen car sat in. And, that creates a big void between the B-Class and the C-Class in terms of price.

That's been done on purpose, to squeeze in the car you see in the pictures here – the CLA-Class. It's like a VW Vento or a Swift DZire, in the way that it is an A-Class with a boot. Both the A and the CLA come with the option of a diesel and a petrol engine. While they share the same diesel block, the CLA gets a bigger petrol engine than the A-Class.

Under the hood of this magnificent-looking sedan, is a 2.0-litre petrol



Similar to the A: sporty, elegant, but not too spacious

## VERDICT

A well-configured package with a potent petrol engine.

8/10

motor. It's a sweet little piece of machinery, this. The overall refinement levels of this engine are top-class, and, that can be seen with the minimal vibrations and noise that seep into the cabin. This 1,991cc engine cranks out a more-than-sufficient 181bhp. And, unlike most other cars, both the diesel and the petrol CLAs churn out the same amount of pulling power – 300Nm.

While the diesel CLA isn't exactly quick with its claimed 0-100kph time of 9.8 seconds, the same can't be said about the petrol. This one's pretty quick, a good two seconds quicker than the diesel, at 7.83 seconds in the run to 100kph. The in-gear rolling acceleration figures are good, too, and that'll help when you're executing those quick overtaking manoeuvres on the highway. For a

2.0-litre petrol with 181 horses on tap, CLA 200 is decently efficient. It goes a good 11.6kpl on a litre of petrol in the city, and returns 14.2kpl on the highway.

The engine is mated to a 7-speed dual-clutch transmission which channels the torque to the front wheels. It's swift in Sport mode, and keeps the engine on the boil. In Comfort mode, it shifts in a relaxed manner to boost economy.

Based on the MFA platform, the CLA is one sedan that challenges anyone who says "only rear-wheel drive cars can be great handlers". The handling is crisp, the intelligent diff at the front controls understeer brilliantly, and the overall setup will ensure that you don't end up making a fool out of yourself on a set of fast curves or even on a racetrack. The steering is bang on, and body roll is kept well in check. The CLA's ride is one thing that's not exactly class-leading. The stiffer suspension setup doesn't offer much cushioning when the road gets bumpy.

The CLA 200 is priced at ₹35 lakh (ex-Delhi) – which makes it a good ₹5 lakh cheaper than the petrol-powered C-Class. For ₹35 lakh, you get a fabulous-looking sedan, with a good engine and a sporty drive. It's certainly not a bad deal.

PHOTOGRAPHY: RAJEEV GAIKWAD



## SPECS

1991cc, 4cyl, petrol, 181bhp, 300Nm, 7A, FWD 11.6kpl (city), 14.2kpl (highway) ₹ 35 lakh (ex-Delhi)  
0-100kph: 7.83s, 30-50kph: 1.92s, 50-70kph: 2.02s, 80-0kph: 25.7m, 2.27s, Top speed: 235kph





# Mercedes C 220 CDI

The new C gets a punchy diesel heart. We put it through its paces **By DEVESH SHOBHA**

**I**n India, it doesn't matter if you run a roadside eatery or a global fast food chain. You simply can't afford to not offer vegetarian food.

And, mind you, some international names who have had to incorporate those green dots on their menus are now in the pink financially.

Similarly, if you look at the car industry, there's one thing that'll ensure you won't have to shut shop in India anytime soon – selling diesel-powered cars. Mercedes-Benz knows that all too well, and that's the reason we now have a diesel engine-propelled version of the recently-launched C-Class.

Called the C 220 CDI, the luxury sedan now sources its power from an engine we know well – the 2,143cc four-cylinder turbo-diesel that's good for 168bhp and a massive 400Nm of pulling



Three letters that help tell the diesel from the petrol



S-Class-inspired cabin is plush and feature-rich

## VERDICT

A pricey proposition, but is a fine combination of luxury, power, comfort and efficiency

8/10

power. At 8.22 seconds for a dash to 100kph from standstill, the C diesel is far from lightning-quick. But, leave that aside, and you won't find cause for complaint. Low-end responsiveness is surprisingly good, and things only get better in the mid-range. There's a notable surge once the motor starts spinning closer to 2000rpm, and things stay that way till it reaches the 4000rpm mark. Choosing the Sport+ mode (no adaptive suspension here) does spice things up a bit. Then, there's the 7G-Tronic Plus gearbox that makes sure all the power is sent to the rear wheels as soon as you floor the throttle. And, the 400 Newtons only make things easier.

The new C-Class comes with a setup that is not exactly soft, and that does make it a bit jittery and noisy on bad

roads. But, overall, the ride is comfortable. The light steering makes it easier to glide around town, and weighs up well once you cross the 100kph mark.

This is a sedan that's feels more comfortable when things are done in a leisurely manner, be it with the throttle inputs or steering lock. The new C-Class diesel is a well-rounded product. The meaty diesel motor offers good performance, there's a decent balance between ride and handling, and, with an overall figure of 15kpl, it is fuel-efficient.

The new C 220 CDI Avantgarde isn't exactly cheap. But, since it is a CBU (for now), it gets most of the safety features and creature comforts a C can be had with. Plus, none of its rivals look as sexy on the outside, or make you feel as special on the inside.

PHOTOGRAPHY: RAJEEV GAIKWAD



## SPECS

4cyl, 2143cc, turbo-diesel, 168bhp, 400Nm, 7A 13.6kpl city, 16.4kpl highway 1655kg ₹ 42.9 lakh (ex-Delhi)  
0-100kph: 8.22s, 30-50kph: 2.1s, 50-70kph: 2.3s, 80-0kph: 25.27m/2.77s, 233kph\*

\*claimed





# Motomiu Katanga Uno

Two Mumbai dudes reimagine the Street 750, and it's a rollicking ride BY CHRISTOPHER CHAVES

If you think the Street 750 is a bit low on mojo, you really need to meet Arjun Bafna. Bafna, the owner of a Harley-Davidson

dealership in Mumbai, has, along with his friend Sourabh Shirke, created a testosterone-bleeding bike based on the 750, and it's called the Katanga Uno.

Named after a southwestern African lion species, the Motomiu Katanga Uno is a rather unorthodox creation, and is made up of stock Harley-Davidson parts from a range of models, bits taken off certain KTM bikes, and even parts nicked from a Japanese manufacturer's bin, along with custom-made parts, of course, all of which have been thrown

onto a Street 750 chassis.

The heart of this mechanised Frankenstein is the Revolution X engine – the same 749cc, liquid cooled V-twin unit found on the Street 750 that's mated the to Street's stock 6-speed transmission. But, what makes this bike interesting is the way all of those abovementioned bits come together to form an irresistible beast.

The front-end is all-new – the forks have been lifted from a H-D Night Rod, a bigger 19-inch wheel has replaced the original 17-incher, and the Katanga Uno now has more braking power up front with the addition of dual disc brakes.

The headlight, levers, swingarm, rear suspension and most of the switchgear

have been borrowed from various H-D models. The tail-light and turn indicators have been borrowed from the KTM Duke 390, while the pillion seat of the Street 750 has been chopped off, with some custom metal work shaping the rear.

Be assured, once you're astride the Katanga, you'll get all the attention you could possibly desire when you hit the road. What Bafna and Shirke have done is jazz up the relaxed appearance of the Street 750, and give it a café-racer makeover. Gone is the laid-back cruiser stance of the stock Street 750, and you'll have to assume a riding position that's now sportier than before, thanks to the four-way adjustable split handle, fully-adjustable, aluminium rear-set footrests and a low saddle.

There's more to the Uno than just some cosmetic changes. A lot of thought has gone into the re-imagining of the Street 750. For instance, the rear brake oil reservoir has been moved under the seat rather than behind the right footpeg, and a steel-braided pipe has replaced the original rubber pipe – both changes effectively improving the functioning of the rear brake. The

## SNAPSHOT

### IN DETAIL



The Uno feels quicker than what the speedo indicates



The only badging on the bike is on the repainted 750 tank



Everything feels high quality, except the turn indicator switch

PHOTOGRAPHY: PARAG PARELKHAR



## SPECS

749cc, V-twin, liquid-cooled, 59Nm @ 4000rpm, 6-speed 200kg\* ₹ 9.5 lakh (on-road, Mumbai)

\*estimated





Bend pipes and rear-set footpegs are a work of art



KTM lights + chunky Taiwanese tyre = one attractive rear end

positioning of the shifters and their mechanical functioning has been altered to shorten the shift stroke. Motomiu has also stripped the bike of some heavy bits, and employed lightweight A6 aluminium to reduce the bike's overall weight by 20 per cent.

Astride the Katanga Uno, you immediately get the feeling that you've hopped onto a rat bike from the '60s. You'll have to, in true café racer style, lean forward to meet the bars, and as soon as you thumb the starter, you'll notice that the gentle thrum of the stock 750 has been replaced by a boisterous roar from the custom-made slip-on exhaust. The firing of the exhaust fills the huge void of manliness that was left by the Stock 750's unimpressive exhaust note. It really roars, this thing, and the note of the Katanga Uno works perfectly to your advantage in traffic, urging other motorists to get out of your way. The reduced rake angle makes manoeuvring the bike a breeze, and it feels much lighter and faster than the speed indicated on the stock monoped speedometer.

## VERDICT

If café racers and custom bikes float your boat, you'll want to consider this one

8/10

The chunky, Taiwan-made, high-profile rear tyre provides phenomenal grip, but it's hard compound rubber, so the rear will slip and slide a bit if you give her the beans as soon as you set off.

The Katanga boasts of improved ground clearance over the stock Street 750 due to the larger wheels and there's more effort that's gone into keeping the engine level with them. The Uno feels stable at all speeds, and isn't a pain to pilot in traffic. The reworked brakes are confidence-inspiring, and are highly effective under heavy braking. You won't really be able to push it through a tight sequence of bends, but on the long sweeping curves, the ginormous rear tyre does feel reassuring.

You feel compelled to go fast, and it's not just because it looks the part. It seriously feels the part, too. So much so, that if you ride the bike for more than 20 minutes, your right



Astride this burly steed, you must ride alone



leg will turn to toast if you take it too slow. That's one of the two cribs we have with this bike. The other being the turn indicator switch, which feels a bit flimsy in comparison to the rest of the plastic parts on the bike.

You can't actually walk into a showroom and buy a Katanga Uno, but once you place an order with Bafna, you will get your bike within a month.

The asking price is a rather steep ₹9.5 lakh (which includes the cost of the Street 750), but what you're paying for is a quality motorcycle that looks like a café racer and actually blasts down the road like one.



# *PARTING*





# SHOT



Audi will launch the new R8 at the Geneva Motor Show this month. But, it's bidding farewell to the current-gen model by injecting it with a dose of madness. **Say hello to the LMX**

WORDS: AGASTI KAULGI PHOTOGRAPHY: SHASHANK MB





**A**part from creating the exotic but short-lived Monteverdi range in the late 1960s, the Swiss have never really been into car manufacturing. They seem to be happy with being bankers to the world, making excellent chocolate and cheese, and providing breath-taking backdrops in Bollywood movies. But the annual Geneva Motor Show remains an important destination for both carmakers and enthusiasts. This month, Audi will unveil its latest showstopper, the new R8, in Geneva. Audi's supercar is expected to be quicker, snappier and yet more driver-friendly than before. But, even as it sets about preparing for the unveil of the new R8, Audi has decided to inject the current model with a dose of madness. And, the R8 V10 Plus, which is pretty long in the tooth now, will welcome the added aggression. So, meet the R8 LMX. Only 99 LMXs will ever be made, and two of those, we hear, have already found their way into India. And last month, we got our grubby paws on one of them. Unlike what you might imagine, the LMX we drove wasn't purchased by a rich cat in Mumbai or Delhi. In fact, we went all the way to



**Tacky seatback covers  
mar an otherwise  
harmonious cabin**

Bhubaneswar to drive it. The car belongs to businessman and auto enthusiast Dibyalok Patnaik, and he was nice enough to let us have a go in his ₹3 crore supercar – number 52 out of 99 – even before he picked it up from Audi's local dealership.

Audi's boffins have extracted 20 extra horses out of the Lamborghini-sourced, naturally-aspirated V10, pushing the total output to 562bhp, and, yes, that's the same power rating as that of the new Lambo Huracan. The engine is mated to a seven-speed S-Tronic dual-clutch gearbox, and despite having driven many supercars since the R8 was launched with





# 'THE LMX IS THE ONLY ROAD-LEGAL R8 ON SALE THAT OFFERS A FIXED REAR SPOILER'



this 'box, we still stand by what we said back then: this is the best-ever mass-produced gearbox we've come across. It's surreally quick, eerily telepathic, and it's already shifted to the right gear even before you've thought of doing so. The LMX is the only road-legal R8 in the market that offers a fixed rear spoiler, and it is made completely out of carbon fibre, like a lot of other things including a major section of the dashboard, wing mirrors and the section that covers the air vents that sit right behind the doors. The fixed rear wing is the marker that lets people know that this car is no ordinary R8.

The car's other highlight are its headlamps. Audi has always been at the forefront of new tech in headlights. It



Sci-fi-inspired laser lamps on a production supercar. Sweet

introduced the world to daytime-running lamps; and the A8 was the first car to have active LED lamps that illuminate the road without inconveniencing oncoming traffic. Now, with the LMX, it has raised the bar even further with laser lamps. Visually, there is nothing about the lamps that makes you go 'wow', but the lasers are capable of throwing a beam twice as far as any other LED headlamp. The LMX was the second car in the world to have laser lamps, the first being the BMW i8.

The reason why it needs its headlamps to light up the road ahead better and faster than most cars is because it can go really fast, and faster than any other R8 has ever gone before. It boasts a top whack of a whopping 320kph. It's the quickest R8, too, in terms of acceleration, and takes a mere 3.4 seconds to touch 100kph. That's 0.2 seconds quicker than the R8 V10. The R8's everyday usability has won it a lot of admirers. It's a supercar you can drive to work in, and, at the same time, it's no laggard on the track. In fact, it can keep up with most supercars, and its all-wheel drive system helps the car to be spot on around every turn. The steering is ►



# 'MORE POWER IS ALWAYS WELCOME, AND A LIMITED-EDITION MODEL HAS ITS OWN APPEAL'



accurate, the pedal feel is just right, and the car urges you to push it even on the sharpest of turns. The ride is, obviously, stiff. But, you can live with it. At low speeds, it gets fairly choppy, but the ride stabilises as the speedo needle begins to climb.

Like regular R8s, the LMX's cabin gets carbon fibre bits, but they are matte-finished. The door panels feature blue stitching, and the seatbacks get glossy blue covers. Most of the cabin complements the exterior design of the R8 that stays fresh even after almost a decade of being in the market, and I say 'most' because I'm not a fan of those blue covers.

The R8 LMX raises two crucial questions. One, do you

## AUDI R8 LMX

**Engine:** 5204cc, V10, naturally aspirated

**Power:** 562bhp

**Torque:** 540Nm

**Transmission:** 7A, dual-clutch, AWD

**0-100kph:** 3.4 seconds\*

**Top speed:** 320kph\*

**Price:** ₹2.97 crore (ex-India)

## VERDICT

Immensely powerful and breathtakingly quick. A worthy farewell party for the current-gen R8



\*claimed

really need a more powerful R8? And two, why would you buy a last-gen car when the new one is right around the corner? And, I've rationalised it this way. More power is always a good thing. And, the appeal of a limited-edition model is irresistible, especially if you have the kind of money it takes to buy an exclusive watch, or car, or yacht. Of course, you don't need those 20 extra horses, or an R8 with laser lamps, but it's all a question of wants, and the R8 LMX is totally a 'want' thing, and there are no two ways about it. **77**





We thank **Dibyalok Patnaik** for lending us his beloved possession, the Audi R8 LMX, for this drive and photoshoot. Dibyalok is a leading businessman and auto enthusiast from Bhubaneswar, Odisha. He waited six months for his LMX, and is raring to drive it once it gets delivered to him. Drive hard, drive safe, Dibyalok.

100 per cent certified  
carbon fibre fixed  
rear wing. LMX exclusive







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# Grin and tonic

**EVEN AS THE NEW AUDI TT COUPE  
PREPARES TO ENTER INDIA, WE  
SNAG A DRIVE IN THE REFRESHING  
TTS ROADSTER IN MALLORCA**

Words **Devesh Shobha**

**S**ome things in life go together. Nachos and cheese dip; the chirping of birds and sunrise; clowns and their cheery smiles; barbecues and camp sites; Arvind Kejriwal and mufflers. Similarly, there's something that's just made for chilly Sunday evenings amidst breathtaking snow-capped mountains. No, we are not talking about a dram of ►









Instrument cluster doubles up as satnav screen



Controls for the aircon placed on the vents. Neat



Scotch. In fact, we are referring to a perfect drive in an open-top sportscar on winding roads, with your ears filled with the car's loud exhaust note bouncing off the mountains and the cold wind grazing your nose.

That is exactly what we did on a recent trip to the beautiful island of Palma de Mallorca, off Spain. We got ourselves the keys to the new Audi TT S Roadster, and pointed its nose towards some of the most scenic mountain roads on the island.

Mallorca in February is cold. It was four degrees below zero, and driving a 306bhp sportscar with its roof down wasn't the smartest thing to do. But, a rush of adrenaline makes you do crazy things. The wise thing to do, of course, would have been to put on our winter jackets and thermals; get comfortable behind the flat-bottomed steering wheel and enjoy the 306 horses on tap. But that would have been no fun. So, the soft-top went down, Dynamic mode was engaged, the right pedal kissed the floorboard, and off we went.

The TT lunges forward with a sense of urgency, and has enough firepower to pin you to your seat. And the exhaust note, in Dynamic, sounds magnificent. It isn't R8-loud, obviously, but it still deserves a thumbs-up. This sort of drama from a 2.0-litre petrol unit is quite impressive, and those super quick gearshifts – through a fine dual-clutch 6-speeder – only enhanced the experience. The TT Roadster we drove had an 'S' badge slapped onto its boot. That means the TFSI motor in this car makes 306bhp and

380Nm of torque. And, that is good enough to propel the 1,500kg sportscar from 0-100kph in 4.9seconds (claimed).

But, here's the sad part. The next-gen TT, which will make its way to our shores later this year, won't be tuned to develop 306bhp. Instead, our market will continue to get the non-S variant, and that translates into an engine that generates 227bhp and 370Nm of torque. Also, we doubt if the Roadster will make it to India anytime soon as it's the TT Coupe that will be launched here first.

But, there was no point sulking. We kept the pedal very close to metal, and the faster we went, the number our ears felt. Interestingly, Audi has a solution that mitigates that kind of localised discomfort. The new TT Roadster gets a neckline heater that blows hot air from the vents placed below the headrest. Now, that's smart, and effective, too. What's as impressive is the TT's brand new underpinnings. The highly flexible MQB platform now forms the basis of this next-gen sportscar, making it fare way better on the road than before.

Audi's famed quattro four-wheel drive and electronic diff locks meant the TT took to corners with clinical precision. Yes, it cuts down on drama as the intelligent system works overtime to correct your mistake every time you put a foot wrong, but that's any day better than making a fool of yourself. Of course, we are not saying it's easy to wrap the TT around a tree. This little sportscar is a treat to drive on everyday roads and exhibits great composure, both around ➤

**'THE QUATTRO ALL-WHEEL DRIVE SYSTEM AND THE E-DIFF LOCKS ENSURE THE TT TAKES CORNERS WITH CLINICAL PRECISION'**











## 'ALTHOUGH IT STAYS TRUE TO THE ORIGINAL, THE TT'S EVOLUTION IN TERMS OF DESIGN AND FUNCTIONALITY IS COMMENDABLE'

tight bends and flowing corners. The steering wheel, which is the weak link in most Audis, doesn't disappoint here. Yes, it's light and doesn't possess great communication skills, but we have seen worse. Plus, it's accurate and lets you point the nose in the direction you want the car to go.

The heavens opened up just as we were straightening our 21st twisty. So, the soft top, neatly tucked away behind the front row seats, came on over our heads. In just ten seconds. All you have to do is drop your velocity to around 50kph, push a button and it's done. As we drove on, we realised how well the cabin is insulated. Despite being a soft-top, wind noise is minimal and the car simply keeps the outside world at bay. Rain turned to snow, and our speed dropped. That was, however, a blessing in disguise as it allowed us to take a closer look at the TT's all-new interior design, which is minimalistic and yet high-tech. It's got ample space for two (no second row seats here), great quality materials, is well put together and the layout is refreshing, too. The centre console infotainment screen has now been smartly placed behind the steering wheel. The air-con controls are situated on the vents themselves, and it is a work of art. And, there's the option of using the on-board Wi-Fi hotspot.

We got a tiny window to take the 227bhp variant for a quick spin, and we were glad to note that the performance disparity between the 'S' and the regular TT wasn't as significant as we thought it would be. And, frankly, 227 horses should be more than okay on Indian roads. But, yes, the more power a sportscar has, the better it is, and we would take the TTS any day. As we were walking away from the car, we realised that the new TT had grown even more attractive over the years. Parked besides its predecessors, the latest TT looks smarter and crisper than the older gen models, and bold lines dominate the design. Although the overall form has stayed true to the original sportscar, the evolution in terms of both design and functionality is commendable. The TT, with its roof down, looks better than the Coupe, and that's bound to be a huge draw if and when the new TT Roadster finds its way to a showroom near you.

The TT was the cheapest sportscar you could buy in India, and it could still retain that status. What will work in its favour are good looks, improved driving dynamics, comfortable ride and high-tech features. But, the new car is a huge step up from what the TT had been, so expect prices to shoot up. Plus, we are talking about a Roadster, which has traditionally fetched more than its Coupe cousin. **16**

8/10

### SPECS

AUDI TTS ROADSTER

**ENGINE:** In-line, 4-cyl, turbo-petrol, 1984cc  
**POWER:** 306bhp @ 6200rpm  
**TORQUE:** 380Nm @ 1800-5700rpm  
**TRANSMISSION:** 6-speed auto **WEIGHT:** 1470kg  
**FUEL TANK:** 55 litres **PRICE:** ₹85 lakh (est., ex-showroom)

### VERDICT

**PROS:** Good looks, fun to drive, performance  
**CONS:** Price (if and when it comes to India)  
**BOTTOMLINE:** A sportscar that's extremely easy to live with. The Roadster looks better than the Coupe, but will cost more.



'S' means 306bhp and 380Nm of spin



Heating vents to keep you comfy in the winter





# N O R T H E R N





# L I G H T

The lines between Land Rover and Range Rover are blurring. Case in point: the new Disco Sport. We head to Iceland to drive the premium compact off-roader that can get its boots dirty and still look good

WORDS: MURALI K MENON





**T**he Arctic Fox, Iceland's only native mammal, had never seen anything like this in its life. The wily, tenacious old animal watched intently as the sport utility vehicle's headlights bored into the pre-dawn darkness. Who was it that was piloting the car? How was he getting it to behave the way it did on the treacherous, snow-covered highlands of Iceland? Was it Thor, the god of the Vikings himself? It would take a divine being like him to make light work of the intense cold, the fierce gusts of icy winds, and black ice and snow, and keep advancing. The fox watched the car roll almost noiselessly past it and disappear around a bend.

*Vulpes lagopus* would have been disappointed had he chosen to follow the Land Rover Discovery Sport around the bend on that icy morning. Because, instead of Thor, it would have seen me tumble out of the Discovery Sport, swathed in layers of wool and polyester, and scamper towards a log cabin, one of the many refreshment stops organised by Land Rover along the way, and warm myself with a cup of hot chocolate. And, what about my superhuman driving abilities on wicked terrain? Well, I simply provided smooth and progressive driving inputs, and Land Rover's latest premium compact SUV did the rest.

The Discovery Sport, in case you haven't really been following Land Rover, was showcased at the 2014 New York Auto Show, and will replace the Freelander, Landie's most

affordable model in various countries, including India. Unlike the model it will replace, the Discovery Sport has a lot in common with the hugely popular Range Rover Evoque, and like the Evoque, it, too, has been designed by Gerry McGovern. McGovern, Land Rover's chief designer, is the kind of guy who wears suits made by Henry Poole & Co., on Savile Row, loves his Patek Philippe Nautilus watch, digs — and owns — many pairs of bespoke Italian boots, and, as he once told me, admires British Modernist painters. Which is why the Discovery Sport looks the way it looks. McGovern and his team have gone ahead and, sort of, mildly hipster-ised the ➤



**Crosshair-element has also made its way to the back of the Disco Sport**





With a wading depth of  
600mm, the Disco conquers  
fjords without breaking a sweat



‘THE DISCO SPORT WILL  
REPLACE THE FREELANDER, LR’S MOST  
AFFORDABLE MODEL’







Interior is plush, but quite business-like. And, it lets very little noise in



‘THE POINT, LAND ROVER, HAS BEEN TAKEN: THE DISCO SPORT IS A BONA FIDE OFF-ROADER’



The +2s are present, but if you put your mates back there, they won't be your mates anymore

Freelander, and the result is a car which, while having a lot of the Evoque in it — take a look at those bumpers, the headlamps and the clamshell bonnet — still manages to present an original and elegant silhouette.

Land Rover took journalists all the way to Iceland in the dead of winter to test-drive the new Disco. Iceland in winter is stark and forbiddingly appealing, and the island's unreal Game of Thrones landscape, made up of volcanoes, lava fields, geysers and beaches, was carpeted with snow. The manufacturer probably chose the wind-blasted island, where the weather changes at every turn, because it wanted to prove a point to people who dismissed the Disco Sport as a soft-roader. And, after two days of driving it on highways, across snowfields, country roads spiked with black ice and across fjords, the point, Land Rover, has been taken: the Disco Sport is a bona fide off-roader. And, which car wouldn't be one if it had a suite of features primed to tackle different kinds of terrain? I mostly drove in the Grass/Gravel/Snow mode, and simply acted as an ally to a host of acronyms that pulsed under the hood of the car. Deceptively smooth snow track around a hill? The four-wheel drive system adroitly apportions torque to slipping wheels, and reduces wheelspin. Faced with an incline coated with ice? The revised Hill Descent Control system steps to the fore, and you can literally mountain-goat down it. What's more,





— the SD4 is a pretty old engine — but you'll have to be in a tearing hurry to notice it.

The Disco, which has a firm-ish, comfortable ride and a responsive steering, is a neutral handler, thanks in part to torque vectoring, and it is extremely difficult to make the car lose its composure. It also, impressively, exhibits very little body roll, and we're certain the MagneRide adaptive dampers that react to the road surface, and soften or stiffen the suspension have a lot to do with the vehicle's unflappable demeanour. But, we'll wait till we drive the Disco in India before passing a final verdict, simply because our car came with studded tyres.

The Disco's cabin is roomier than the BMW X3's and the Audi Q5's, despite the car being shorter than the German SUVs. Land Rover will also offer the car with a 5 + 2 option on its launch in India ('5+2', however, is slightly misleading. Five adults + two Icelandic elves is more like it). But, there truly is a lot more space at the rear than the competition. The seats can be moved fore and aft 160mm, liberating a significant amount of leg and knee room, making the car nearly as commodious as the Range Rover. The Disco also has a longer wheelbase (2741mm as compared to the Evoque's 2660mm), which also aids stability, and a new multi-link rear axle that, apart from increasing axle articulation, also minimises intrusion of rear suspension turrets into the load space.

The cabin is fairly plush, but pretty business-like, and while you have a variety of creature comforts, including a new eight-inch touchscreen infotainment system, an Audi or BMW is a better bet if you are into flashy techno-gimmickery.

The Discovery Sport will be assembled in Pune, and prices are expected to start at a pretty competitive ₹55 lakh. If you are in the market for an SUV, and are looking beyond the usual Teutonic stuff, the Disco Sport provides an interesting alternative. It's got style, punch, space, and serious off-road cred. It's a Land Rover that can — I'm using an inappropriate idiom here but yet hoping to get the message across — run with the hares and hunt with the hounds. **17**

## SPECS

### DISCOVERY SPORT

**LxWxH:** 4599x2173x1742mm  
**Wheelbase:** 2741mm  
**Turning circle:** 11.6m  
**Kerb weight:** 1863kg

#### PERFORMANCE

**Engine:** 2179cc, 4cyl turbo-diesel  
**Max power:** 187bhp @ 3500rpm  
**Max torque:** 420Nm @ 1750rpm  
**0-100kph:** 8.9s\*  
**Top speed:** 188kph\*

#### VERDICT

A stylish, highly capable Land Rover. A huge improvement over the Freelander, and accomplished both off the road and on it.

\*claimed

thanks to the Disco's wading depth of 600mm, crossing a fjord felt pretty much unchallenging. All of which is well and good, but I'd not be wrong in reckoning that the people who pick the Disco Sport in India — it will be out in August — will never leave safe, firm tarmac, and these guys will find the car a pleasant vehicle both to drive and travel in.

The Sport will be launched in India with a 2.2-litre diesel that will be available in two states of tune: 147bhp and 187bhp (Land Rover will bung in its Ingenium range of engines into it towards the end of the year). I mostly drove the latter model. The SD4 motor, which is also found under the hood of the Evoque, doesn't provide particularly memorable performance, but it is familiar with the drill. It is refined and punchy, and combined with a fairly responsive nine-speed auto, hauls the car around with great alacrity. Power delivery is remarkably linear, and the transmission doesn't fumble while hunting for the appropriate gear. I also loved the way how the 420Nm of torque comes in handily early, and spreads itself throughout the rev range. There is a hint of turbo lag







TOPGEAR  
WORLD-EXCLUSIVE  
FIRST TEST

# HOLY TRINITY

The three most wanted hybrid hypercars on the planet, tested together for the first time anywhere in the world. Same roads, same days, same drivers. So which one is the best?

WORDS: CHARLIE TURNER, TOM FORD & OLLIE MARRIAGE / PICTURES: LEE BRIMBLE & ROWAN HORNCastle







# TF: EDITOR-IN-CHIEF CHARLIE TURNER HAS JUST TEXTED ME A SELFIE,

and it's made me more than a little excited. I'll just point out that it's because he is standing in front of a McLaren P1 and inviting me to join him. Even better, motoring editor Ollie Marriage has responded with a similar photo clutching the key to a Porsche 918. Neither of them is far away. You'd think that might be enough, but *TG* mag has already pitted the 918 and P1 against one other, and in the Great Hypercar Showdown there has been a glaring omission. It means that these digital snaps are big news. I compose my response and send it with a location of where to rendezvous on a fabulous, wriggle-strewn road in the Italian hills above a little town called Maranello. I'm smiling, too. The backdrop of my shot is LaFerrari. Time to dance.

**CT:** This is an official test: all the manufacturers know what we're up to, all three were prepared to offer factory cars, confident in their machines. That they chose to lend them all to *TopGear* magazine first is a huge privilege. But it's not a free pass. We at *TG* are beholden to no one – if there's a bad car or a winner, we will say so. That said, it's great to be back in the P1, a car I loved from the first time we tested it. And luckily, there's 64 kilometres of road to fund a re-edit of my opinions before we get down to the three-car shenanigans.

**OM:** Sitting in the 918 Spyder, I'm properly optimistic – I know, it's tempting to see the 918 as an underdog, a poor relation. It's from a more mainstream firm that doesn't have F1 roots. They're building more of them. It's cheaper, and with the biggest battery and smallest CO<sub>2</sub> emissions, the most overtly hybrid. And so on. If nothing else, this morning has already revealed the complete nonsense of that viewpoint. The Porsche is just as hyper, just as ferocious as the others. I'm intrigued to find out how it compares to the LaFerrari, utterly intrigued. And completely overexcited. The only stipulation was no track work (basically no lap times), but I'm not fussed about that right now – I can't wait to see them all together, to have all three yowling up an Italian hillside.

**TF:** With the other two cars on the way, it's time to get this LaFerrari moving. As Ollie said, we're not allowed to track-test these three, but Ferrari allowed me a few laps of its Fiorano test circuit for reference so that I could fully deploy the LaFerrari's 950bhp without fear of immediate prison time. What those minutes reveal is that



**Porsche 918 interior (above) is a model of connectivity and sheer class. This is what the future looks like, now**

this will be possibly the greatest three-car test in modern history. At full stretch, the LaFerrari is ferociously accelerative, eerily stable and brakes like a shove to the shoulders. In the right mode – in my case, Race – the guidance systems also allow me to feel like a hero without actually needing to be a legend. And this thing howls. A brittle V12 soprano with the kind of throttle response that feels like witchcraft. Which it is, of a modern sort. But this isn't a circuit test. And with that in mind, I'm kicked off Ferrari's hallowed ground and drive carefully out of town to meet the others.

The LaFerrari turns out to be an easy companion. You almost forget you're driving the apogee of Ferrari's road-car programme, as long as you ignore pedestrians walking into lamp posts and small children hauling their mothers to a dead stop in a whiplash of wonder. And when we finally get out of town and onto the long, sweeping Italian A-roads, the LaFerrari accelerates up the road like a thrown punch. That 161bhp of electrical urge? It's just there to slice open the bottom of the torque curve of the V12 and stuff it with the throttle response of the gods. No wait, no lag, just endless, soul-buffeting acceleration and noise. It's a bizarre feeling, this speed of reaction. A simple V12 has never flared to input like this, but the electric KERS-alike power doesn't feel unnatural. And the steering is ultra-sharp, almost disturbingly so, flicking the car rather than steering it, at least for the first few miles. There is a whiff of body roll, instructive and intended, and the brakes are ridiculous.

There is also one of the most spectacular front ends on any road car I've driven, apart from, unsurprisingly, a Ferrari 458 Speciale – on a dry road, LaFerrari will stick where you think it will slip, eke grip where you think it will falter. And you can use the power. Not all of it all of the time, but get it right, and this is a car to end all things.

A bare 64 kilometres later, with the Ferrari ticking its heat away in a wide Italian lay-by on the bottom of a hairpin-infected back road, I'm convinced LaFerrari is the greatest car in the world. And then the Porsche 918 and McLaren P1 arrive within seconds of each other, and suddenly I'm not so sure.

**OM:** A couple of kilometres from our rendezvous point, I'm at a T-junction. There's a gush and snarl, and the P1 rips past on the main road. Excellent. I latch the Porsche onto the back, and together we go in search of the final bright-red piece of the jigsaw puzzle. Just from these first few kilometres, I'd be amazed if the Porsche isn't the most multidimensional, the everyday hypercar. Its swipe touchscreen is an all-consuming joy, the sound system has real might, it'll do 0–96kph in six seconds in total silence, you can take the roof off. It's the best







**“MORE PEOPLE HAVE  
WALKED ON THE  
MOON THAN HAVE  
DRIVEN ALL THREE  
OF THESE CARS”**



**Somewhere in the  
hills above Maranello,  
an unsuspecting lay-by  
found itself mobbed  
by the extraordinary**

constructed, the most imaginative, the most comprehensively developed, the most otherworldly. And yet I wouldn't have mine in this spec, with bare carbon footwells and seats more upright and pious than a church pew. I'd have mine with carpets and easy on the harnesses, it would suit the car's demeanour better and do nothing to upset the fundamentals. No, the brakes don't have real feel and finesse, the front driveshafts mean I doubt the 918 has the steering purity of its rivals, and the ride is on the brittle side. On tight hairpins, the 4WD system proves decidedly rear-wheel drive, but it's still so fast and makes an unbelievable noise.

I love putting the Porsche in a high gear at low revs and feeling the instant electric shove, the gradual handover from e-motor to feral race-derived V8. Give the 918 its head, and it charges so hard and is so absorbing and all-consuming. I adore it: it's wheeled proof that the future of the sportscar is in good hands. ➤



**CT:** The route to the meeting point showcases the P1's talents, and the initial thing that strikes is its tractability. Driving through towns is as easy and effortless as it would be in a 650S. And then out of town, the P1's gathering of speed is dramatic – as the turbos spool up, you're constantly aware of the huge potential. But you have to show respect: hard shift from second to third, and the P1 will break traction on the damp roads and focus the mind. It's spiky, but that spikiness is what makes it so attractive. It's a car you would never tire of: the journey to mastering it would be long and occasionally alarming but hugely rewarding.

Having managed to keep the P1 in the right province and mostly pointing in the right direction, I pull into the last road before the meeting point, and by glorious coincidence see Ollie in the 918 drop into formation behind me. The last 100 yards, and I can see a LaFerrari, doors arcing skywards, parked in a lay-by. Right now, with all three cars sold out, you literally cannot buy this experience. Better not crash them, then.

**TF:** CT, Ollie and I swap keys, and go for another drive. I take the 918. First up, and after the LaF, I find the 918's seats incredibly vertical. It's also harder to get into with the roof on – the Ferrari's side-impact crash structure lifts away with the door, making for surprisingly elegant and easy egress and ingress, but to clamber into the 918 is to post yourself into a smaller hole than you imagine possible. And yet the 918 is beguiling. It's less flash than the Ferrari, less ostentatious, more considered. Less aggressive than the McLaren. Inside, it's more futuristic, inventive and exciting. It feels like it's pushing into new territory, with a slab of swipeable touchscreen glass, configurable TFT dials and the potential for proper EV-mode usage.

You get the impression the Porsche is the only car here that truly embraces the idea of hybridisation – it's the only one that wears a Hybrid badge and the only one with EV running as a core mission statement, rather than a happy by-product. It feels complex, and deep. The way that the car manages torque between both axles, of which it has a distinct advantage over the other two (1,278Nm vs 899Nm for the Ferrari and 900Nm for the McLaren), the way that it juggles regen electrical harvesting, the sheer complexity and integration of the drivetrain.

And it's the one that gives you the most confidence early on. On the same road as the LaFerrari, it didn't dance quite so happily, but felt grounded and grippy. There's a less intimate conversation with the front axle, but no less traction, and you can get on the throttle earlier, confident that the electronics will vector torque. But it feels heavier and more controlled than the competition. In fact, this 918 feels like a fighter jet – switch off all the electronic minders, and it's

In the dry, there is no road car that will keep up with these three. The rain is a slightly different matter, however



# “LAFERRARI WILL STICK WHERE YOU THINK IT WILL SLIP, EKE GRIP WHERE YOU THINK IT WILL FALTER”



McLaren P1: even without Race mode, it's a bit of an animal







harder to master, the distance between its natural state and electronic intervention more noticeable. So I leave everything in Race, and just marvel. I honestly think I'm quicker down an unknown road in the 918 than anything else. It doesn't ride with particular fluency – it feels a bit stiff – but the confidence, the solidity... they're the things that make this car great.

**OM:** While Tom was pressing buttons in the 918 and smiling at the cupholder, I snaffled the P1 and went for a blast. The thing with the Porsche is that when you back off and drive slowly, it's an affable thing – mild-mannered and happy to pootle. The McLaren never manages that. Yes, you can drive it slowly, but, if you do, the P1 practically accuses you of spilling its pint. This is a hypercar that never bothers pretending it isn't hyper. It's all to do with the imbalance between the front and rear ends. The front is delicate, light and accurate with super-sensitive steering that actually needs more weight. It grips well enough (although you will get understeer if you pile on lock through slow corners), but it feels almost dainty. The rear end, meanwhile, is a sledgehammer of gusting turbos and overwhelmed tyres. The P1 is rampantly, exponentially explosive.

While the Ferrari's naturally aspirated delivery picks you up and carries you along, the McLaren's seems to leave you behind, clinging on, fighting for breath in the torque torrent. You can feel the electricity torque filling the turbo lag, but when the afterburners ignite, they hit so

hard you're not sure what to do. Lifting off might have consequences. On the other hand, staying on the gas definitely will have consequences. So you end up nibbling at the McLaren, getting braver, learning how to treat it. You'll get out of it with an inexplicable thirst and a desire to call your relatives to reassure them you're OK. You won't be able to, because you'll be trembling.

It is a furious car, the most uncompromised of these three. It suffers the most road noise, bombards you with a barrage of noises that don't so much prick your nape as threaten to rip your spine out, and has the most confusing e-system controls that include drag reduction and an IPAS boost button. The seats and steering wheel are fabulous, the best here: you're clenched in place, locked as a part of the car.

**CT:** More people have walked on the Moon than have driven all three of these cars. Today, Tom and Ollie join the club, but I've been fortunate enough to be a member since I pulled rank to attend the hyper-exclusive LaFerrari launch event. So as I drop down into TheFerrari's cockpit and adjust the pedals further down into the footwell by pulling the lever to the right of the driver seat, there's a happy familiarity to proceedings. While the exterior – for me – wins the hypercar-pin-up battle, the interior is littered with familiar touchpoints. The ignition sequence – insert disappointingly cheap red plastic key, turn, press massive red Engine Start button, smile as the n/a V12 barks into life – is all Ferrari one-o-one. Choose what particular level

of heroism you'd like for your journey from the manettino, grab a gear and off you go.

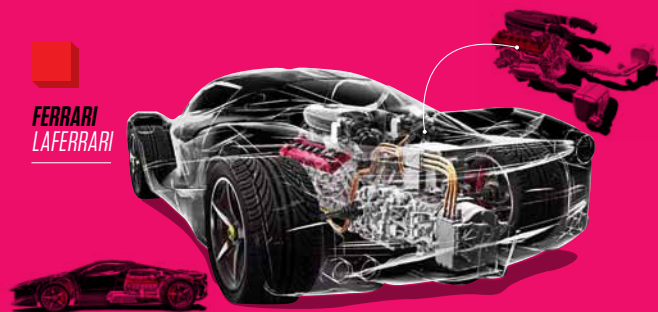
The Ferrari was developed in these hills, and it shows. There's a suppleness to the ride that soaks up bumps and camber changes on this broken vein of tarmac. Some would say this was an unfair local advantage. In reality, it only goes to highlight how well-developed LaFerrari is: while the McLaren feels frustrated by pitch and surface changes and the 918 feels heavy and bottoms out, LaFerrari rides above it all. These hard-won road manners will translate the world over. But it's LaFerrari's ability to let you focus on the job in hand that is its trump card.

**TF:** And so to the P1 for me. Probably the car I'm most familiar with. Also the car I'm most wary of, having had a serious moment of high-gear wheelspin on a frosty Belgian motorway the first time I drove it. As ever, McLaren's most aggressive road car doesn't disappoint. I've said this before, but the P1 looks small, and shrink-wrapped. Almost dainty. It also looks like a weapon. I have no idea what a photon torpedo actually looks like, but it would probably be something like this.

Unfortunately, we can't activate the full-fat Race mode on the public carriageway (even though it's closed), as the 50mm ride height drop makes it unusable on a road maintained by the Italian equivalent of the Highways Agency. The P1 would essentially end up as a very fast sledge. And then a ball of recycling. Even so, this thing feels truly feral. The absolute commitment ►



# THE TECHY BIT



FERRARI  
LaFERRARI

Price: ₹9.3 crore (excl. duties),  
Engine: 6.3-litre V12,  
950bhp, 899Nm,  
Performance: 0–100kph in  
2.9secs, 0–200kph in 6.9secs,  
351kph max speed,  
Transmission: 7spd 'F1' DSG,  
RWD, 330g/km CO<sub>2</sub>,  
Weight: 1345kg

**F**errari calls it "torque shaping", the way it uses electric urge from the multi-cell battery mounted under the seats to fill the weak spot before the V12 does its best work. Thus the V12 can be optimised for higher-rev capability and the LaFerrari's throttle response becomes literally electrifying. It's the car that feels the least hybrid of the three, deploying its power in a very traditional manner. That's not to say it's not absolutely ballistic, but the dynamic and delivery cues are

easily recognisable. It's 'just' a 458 Speciale with getting on for twice the power.

The thing is, if someone said this was some experimental V12, you might not even clock the electrical gubbins at all – no badges, no buttons, no EV mode or pretence to silent running. The LaFerrari harvests electrical energy with one simple aim: make a very fast car even faster. It's not the most forward-looking car here, but it sure is effective.

to turbocharging means that even though the e-motor fills in the lag to some degree, the slap of boost that comes from the pair of turbos is shocking, scary and utterly life-affirming.

For the first few kilometres I over-drive the car, snatching at corners, trying to predict the boost, failing. And then I get into the groove, and the front wheels start to be where I want them and I find the right gears, the chassis starts to be less intimidating. And the P1 simply... disappears up the road. Of all the things that are holy, the P1 is a monster. Here, in the dry, I swear the P1 is the fastest of all, Race mode or no. But then I follow Ollie in the LaFerrari, and realise that it probably feels faster because I am working so much harder. There's no respite. It tears chunks out of roads, chunters, whooshes, crackles and spits flame. It's not hard to drive, but to drive quickly requires you to have your nerves fully extended into the steering wheel and through the rest of the car.

Where the Ferrari ducks and weaves and jabs, the McLaren plants its feet and delivers haymakers. The 918 is different again, more mixed martial artist than pure boxer. You get out of the P1 feeling like you've been through the mill. And it is glorious. And then it rains again. I lose the front end of the P1 – not massively – and all of a sudden I'm back to square one: unsettled and nervous. Which in a car like this, you cannot be. The P1 requires more of you as a driver than either of the other two cars. Which is both its genius and its Achilles' heel.

**OM:** It's weird, isn't it? Given their respective countries of origin, you'd expect the Ferrari to be the strident one, histrionics a mere ankle twitch away. Instead that's the McLaren. The P1 may share tub and basic twin-turbo engine with the 650S, but there's a far bigger gulf in personality between these two than between 458 and LaFerrari. The P1 is spiky. Spiky in an addictive, need-another-hit way. The Ferrari? Well, it's just perfect. How they've made 950bhp this usable, this playful and predictable, is nothing short of divine inspiration. It keys itself into the tarmac better than either rival, finds traction where the McLaren squirms and the Porsche skitters. It rides with astonishing dexterity, is effortlessly supple and communicative, and weaves and dances up these difficult roads. The LaFerrari's cloaked electrics mean it is more natural on the road, and the chassis is sweet as honey. It's a car almost without dynamic flaw.

But what I can't help thinking, while having such a marvellous time, is that this is Ferrari operating within its comfort zone. A faster 458 Speciale, fabulously honed, but deliberately masking the benefits the electrics bring, the e-motor no more than backing singer to the V12 vocalist. Quite right too, most would say, and I'm tempted to agree, but just as the BMW i8



McLAREN  
P1

Price: ₹8.5 crore (excl. duties),  
Engine: 3.8-litre V8,  
903bhp, 900Nm,  
Performance: 0–100kph in  
2.8secs, 0–200kph in 6.8secs,  
349kph max speed,  
Transmission: 7spd 'SSG' DSG,  
RWD, 194g/km CO<sub>2</sub>,  
Weight: 1395kg

**T**he P1 is the car that feels most reliant on its aero. The active rear wing and crackers Race mode, where the rear wing lifts skywards and the suspension drops 50mm, is track only. It's even got a DRS button on the steering wheel to back off the rear wing's angle of attack during track-based passing manoeuvres.

Even when going more slowly, you will be assaulted by a serious weight of boost pressure. The P1 really does celebrate its turbocharging, and punting out 727bhp from

a 3.8-litre V8 alone is no easy undertaking for a road car. And although the electric motor fills in some of the turbo lag, you're still more than aware when full boost arrives. Especially as it presents itself exclusively to the rear wheels. And yet the P1 also takes full advantage of its electrical ability – you can drive it around for 10–12 kilometres on pure electric. It's not, it has to be said, the easiest of cars in which to go fast down an unknown road – it demands your concentration more than the other two.



PORSCHE  
918

Price: ₹5.76 crore (excl. duties),  
Engine: 4.6-litre V8,  
875bhp, 1,278Nm,  
Performance: 0–100kph in  
2.5secs, 0–200kph in 7.2secs,  
344kph max speed,  
Transmission: 7spd PDK DSG,  
RWD, 70g/km CO<sub>2</sub>,  
Weight: 1634kg

**I**f you want a taste of the future, then the 918 really is the only car to have. Blending a 4.6-litre naturally aspirated V8 engine with a pair of electric motors gives both immediate throttle response and the heftiest torque figure of the trio. The extra batteries also bring with them greater weight, meaning that the 918 is 239kg heavier than the P1 and 289kg more porky than the Ferrari.

And yet from a standing start it's easily the quickest – all-wheel drive and sophisticated traction control meaning

repeatable results, no matter the surface.

TG also found the 918 to be the car with the biggest difference between Race mode and 'all off': switch off all the electronic minders, and the fastest Porsche becomes tricky. Leave them on, and you'll be gasping. It's also the only car here that feels like it was designed from the outset as a core-deep hybrid. It runs several modes, all of which incorporate electrification to the fullest degree, and it's the only one that wears a hybrid badge...



feels as if it's moved the sports-car game on, I'm tempted to think the LaFerrari looks backwards rather than forwards, pines for the old days, is an end rather than a beginning. But you can't deny it's near perfection, though.

**CT:** The weather has taken a turn for the worse. It's started to rain as night falls, so I opt for the AWD safe haven that is the 918. The first thing that strikes you as you drop into the 918's interior is how beautifully finished this car is. Porsche wanted this to be a touchpoint for the breadth of its technological capability, and the interior showcases their latest nav and touchscreen connectivity beautifully packaged in one of the best-finished interiors in the world. It would be hard to argue that an 875bhp hypercar would make a practical everyday choice, but the 918 makes a strong case for just that. It's different from the more focused P1 and LaFerrari, but no less beguiling for it.

We set off across the rain-slicked back roads, and the 918's AWD instills confidence at every turn. As the pace of the ₹20-odd crore convoy rises, the bark of the 918's flat plane crank erupts from those periscope exhausts. What a noise. And to complement it, the grip levels are staggering. But it never completely manages to hide its weight and bottoms out on some more extreme cambers, which is jarring and expensive. And although the 918 is stunning, and for my money has the most dramatic rear, it's a shame that the front of the car feels like it was made to conform to the more corporate vision of what a Porsche should look like by the marketing bosses.

**OM:** Which is best? Oh boy, are you asking the wrong question. What's most clear after two days of pummeling these three around the hills is that different frames of reference encapsulate

each car, so different that even that most basic question needs further qualification. So, which car best represents the future? The Porsche. Which car is best at being exciting? The McLaren. Which is the best car to drive? The Ferrari.

**CT:** In reality, every one of these cars is a different flavour of ultimate. And in the rarefied air in which the difficult decision of which to choose exists, the reality is that for many the

## “THE 918'S AWD INSTILLS CONFIDENCE AT EVERY TURN”



answer will be based on looks, or brand, and no less valid for that. The P1 was the first of this new generation, and it still feels like it's landed from another planet. The 918, while in the same class as the P1 and LaFerrari, delivers to a broader remit, and it really is the one you could happily consider using all day every day, in any conditions. Weirdly, LaFerrari feels like the end of an era, the ultimate expression of everything Maranello knows about fast delivered in one staggeringly capable and incredibly beautiful package. And that's why I'd have it.

**TF:** As Ollie says, there's more nuance to this than just stats. But I have a conclusion – nitpicky though it is. The McLaren, I learn more about

every single time I step into it. It requires time and effort to do it justice, an antidote to modern performance cars that do 'it' all for you. But because you can't access all of its talents on the road, I can't in all honesty give it the win. I'm not a track head, so this wonderful, brain-melting car can't be my number one.

The Porsche, on the other hand, is almost too usable. I know that sounds silly, but the idea of an 'everyday hypercar' really doesn't chime with me. Yes, the 918 fills the brief Porsche set itself to the brim: it feels like the most rounded car here and is the most technologically exciting and multidimensional. But it's also not completely bonkers. A wee bit too clever for thick-headed me. Which leaves me with the LaFerrari. Now I might be being a bit of a Luddite, but the Ferrari is the one that made my spine tingle. A purely personal application of want. To use that KERS tech to do nothing but supplement the transcendent V12 is not forward-thinking, but, by crikey, it's wonderful. It drives like I imagined a supercar would drive when I was ten years old – leagues above common, laugh-out-loud fun, stupidly fast. I'm not a fan of the Ferrari brand, and I don't think it's actually the fastest – but the most hyper of the hypercars is, for me, the red one.

Which means we finish with an unexpected result: a single, unanimous winner. To be honest, there was no particular order to the other two, the arguments about the 918 and P1 settling into a comfortable cyclical argument about ferocity versus technology. And yes, as CT says, they are all so fast that you might as well pick the car that you prefer the look, or the brand image, of – you won't exactly be left standing in any kind of race. But on these two days, through all these conditions and on these roads, there is one car that TG magazine would most like to take home. LaFerrari wins. **TG**





# IRON WILL

The 2015 Dakar Rally is over. The dust has settled. **CS Santosh**, the first Indian to tackle the most frightening raid in the world, is back home, and he's ready to narrate the story of a lifetime

WORDS: AMAAN AHMED  
PHOTOGRAPHY: SHANTANU DAS







**I**f you're an Indian who aspires to be a figure in the world of motorsport, life can be a little terrifying. Even before you start worrying about how to go about things, or honing your bread-winning skills, you must look underneath your bed and face the monster that's hiding under it: the monster named sponsorship. No matter how good you are, if you are hoping to have someone else fund your true calling, you are in for a rude shock.

Mention 'motorsport' and 'good at what you do' in the same breath, and CS Santosh springs to mind. For the uninitiated, let me introduce you to Bangalore boy Chunchunguppe Shivashankar Santosh, who has been on the off-road scene for a decade now, and over this period, won pretty much everything up for grabs in motocross and supercross in India.

Naturally, like every racer worth his gear, CS had set his eyes on the big league. In this case, it happened to be the mother of all rally raids: the Dakar. It is, quite simply, the toughest thing to attempt on two wheels. A journey spanning three countries – Argentina, Chile and Bolivia – involving 9,295km of tarmac, dirt roads, farmlands, sand dunes, rocks, rivers, riverbeds, and what have you over a period of 13 days. CS had shown his class all right, but the Dakar was something else entirely. He reckoned he was ready for it, so all he needed to do was look under his cot. There, he found the dreaded creature.

CS approached every big name associated with motorsport in our country, but was cold-shouldered by all of them. He needed about ₹1.3 crore for the 2014 cross-country rallies, and the Dakar. Without sponsors, it'd be a tough ask. Thankfully, unlike the borrow-it-spend-it-forget-it friends that you and I have, CS's mates are a rather generous lot. Most of his funds came from his close mates, and his family chipped in as well. With the money bit sorted, and Red Bull offering to help him along the way, the stage was set.

## THE PLOT

When he landed in Buenos Aires in January, the first thing he did was sample the KTM 450 Rally Replica that he'd be riding over the next two weeks. "We went to a farm, charted out a 10km-long loop. The bike felt good. A slight suspension tweak was all it needed. We had to ride to the start podium through 20 kilometres of city streets, with scores of people lining up alongside. They were all waving, honking, kids in cars were taking pictures. It was something I'd never experienced before. At the start podium, they called out my name, they saw the Indian flag, asked me about the country and how it felt to be the first Indian to be a part of the Dakar. I'd never viewed it that way, as only my family and friends knew about my journey. That put things into perspective for me."







CS flings a KTM around his friend's farmhouse, and refines his skills at Big Rock motopark, in Bangalore

The next day was Day 1, a ride from Buenos Aires to Villa Carlos Paz, in Argentina. Frazzled nerves? “Not really. Experienced riders said it’d be quite easy, and it was. The route mostly involved T-junctions, riding through fields. However, in the first 10km itself, other participants just whizzed past me. They were gunning it from the word go. I wasn’t, and I plummeted through the order, finishing the day in 86th”.

Day 2 was to be one of the toughest days of the Dakar this year, with a special stage spread out over 518km. “I didn’t know what difference a shorter or longer stage made. If it’s 518, let’s go for it, I thought. We started on winding mountain roads, where I found rhythm, and passed a lot of people. Just 10km before the desert stretch, there was an area marked ‘fesh-fesh’ (worn-down sand; can be as slippery as ice). It was my first encounter with the talcum powder-like substance, and that is where I had my first fall. All the confidence I’d gained over 430km, vanished. I slowed down, and all the guys I’d worked so hard to pass, overtook me one by one. I entered the desert extremely exhausted, just wanted to get through it somehow.”

CS completed Stage 2 in 49th place, which was quite an effort, considering Sam Sunderland, the top rider on Day 1, was disoriented and lost his way, and Polish rider (also a Dakar debutant) Michal Hernik died of hyperthermia. Death is not new to the Dakar, and no participant is a stranger to the threats the rally poses.

He didn’t like Chile all that much. “I’d expected big things from it. But it was s\*\*\*. The Atacama Desert isn’t pretty. I only enjoyed riding flat-out between the big hills, snaking through narrow paths between rockfaces, but the fesh-fesh was just everywhere.” ➤

“I DIDN’T KNOW  
WHAT DIFFERENCE  
A SHORT OR LONG  
STAGE MADE.  
518KM? LET’S DO IT”





CS suffered a major setback on Day 6. "I had a quad in front of me, and since it kicks up so much dust, I tried to pass it. I hadn't read the road book carefully, made a mistake and crashed. The bike landed on my left foot. I felt some pain, but thought it'd be okay. As I rode on, it got worse." As he discovered, his left toe had suffered a hairline crack. Normally, that's enough to put a man out of action for at least a month. But the Dakar doesn't allow for such luxuries. So, a few injections, medication and a rest day later, CS was off once again.

He's a strapping, hardy, young-ish man, but the first marathon round - riding without his support team, out in the wild all on his own - pushed him to his very limits.

"The final 70km were the most painful. I was so spent by the end of the stage that I had to be carried off the bike." You'd imagine that a drained CS would barely be in his senses, let alone be thinking about something. You'd be wrong. "All the time, I was just thinking to myself, s\*\*\*, the gear is all dirty."

The way out of Bolivia was where CS broke into the top 40, but not without a little help from some supernatural force.

"We started our ride across 100km of salt flats. 10km into the stage, participants started stopping one by one. I looked at my dash. The lights were going crazy. I knew that the electronics were fried. Somehow, my KTM kept going. I've always believed that I was destined to finish the Dakar. This was the biggest sign. The top guys were stopping, but there seemed to be some divine intervention in my case."

He very nearly ran out of good fortune, and at almost the wrong time. "As I neared the end of the stage, I hit some standing water, and the motorcycle died. Tried everything, but it just wouldn't start."

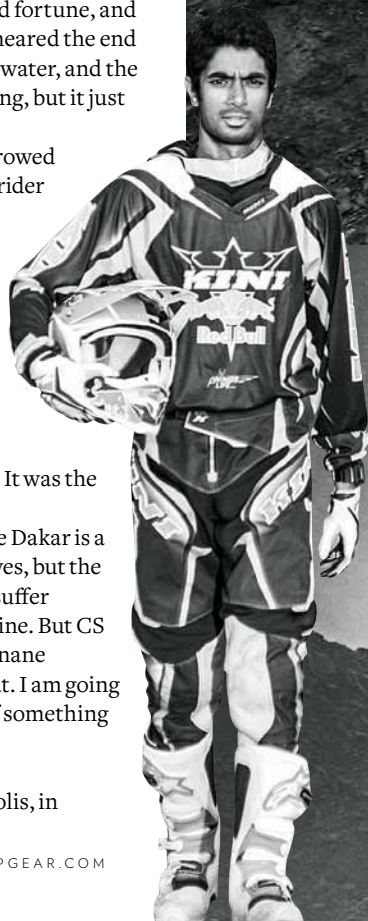
When all seemed lost, he borrowed jumper cables from fellow KTM rider Jordi Viladoms as a last-ditch attempt at reviving his 450. "I didn't know what else I could do, so I tried jump-starting it, and miraculously, it started. I rode through the rest of it, and almost felt like I'd finished the Dakar when I saw the descent (to the finish line). The team celebrated like I'd won the stage. It was the turning point."

Making it to the last day of the Dakar is a mixed bag: it's an achievement, yes, but the last day is also when quite a few suffer failures and don't see the finish line. But CS couldn't be bothered with such inane thoughts. "I thought, 'Screw that. I am going for it. No point being cautious. If something has to go wrong, it will.'"

Guess what? It almost did.

Minutes away from Technopolis, in

**"SCREW THAT.  
I'M GOING FOR IT.  
IF SOMETHING HAS  
TO GO WRONG,  
IT WILL"**



Riding through the narrow tracks was what CS liked about Chile. The rest "was s\*\*\*"





Buenos Aires, where the finish podium was set up, CS fell one last time. “I tried to pick up the bike and couldn’t. My boots had no grip in the slush, I was picking it up and slipping, falling along with the bike. Did that seven times, and my heart rate was through the roof. I was thinking, “Dude, it’s the last day, you’re just 20km away, but you might not make the finish. It was then that I thought about all the effort I’d invested in getting here, all the training I went through, all the naysayers that I had to silence. That spurred me on, I heaved with all the strength I could muster and picked it up.”

168 riders had started on January 4. 79 made it to the finish on January 17, as did CS, in 36th place. He wasn’t too happy. Not because of his final ranking, but because he didn’t look dapper on the podium. “I was caked in mud. It wasn’t how I’d envisioned it.”

### THE DAY AFTER

The morning that followed was about letting the enormity of the whole thing sink in. Not. “I was hung-over. Could’ve done 10 more days of the Dakar, that’s how energised I felt at the end of it.”

Of all the beautiful sights he encountered on the way, CS only clicked one picture with his phone: that of a charming young woman at a fuel stop. “The women there are the most beautiful I’ve seen. The Dakar requires us to keep going at full steam, and then you have these beautiful women at the fuel stops. It’s almost cruel.”

Over the next couple of months, you will see various sections of the Indian media wax eloquent about the only Indian to have conquered the Dakar. And, for good reason. Few men dream of the enigma that is the Dakar, few find the gall to take it up, and fewer still manage to complete it and still look like they’ve just come out of the library after an hour-long reading session. As for CS himself, things come full circle. He’ll resume training, after which he will be off to the cross-country rallying championship once again, with the aim of participating in the Dakar next year as well. If he manages to secure the amount he needs, he will, in all probability, get that top-20 finish he’s seeking on his next trip to South America. He’s a bit bullish, and that, I feel, is exactly what’ll take him to Buenos Aires in 2016. **76**



The only pic CS could click on the trip. He’s not complaining



#36 in 2015.  
Gunning for the  
twenties in 2016



# LIGHT SABRES





**Two Japanese spanner-wielding adversaries, Suzuki's Gixxer and Honda's new CB Unicorn 160, have taken aim at the reigning monarch of the streets, the Yamaha FZ-S. Time to settle the small-capacity street-sport title once and for all**

Words **Christopher Chaves** / Photography **Parag Parelkar**





**I**t might not be very apparent, but Japan has influenced us quite a bit. We love sushi, went mad over the Walkman, drink sake, stay glued to our Sony PlayStations, learn karate... and, of course, most of us have fond memories of Japanese motorbikes, which were the machines on which we learnt to ride.

The three 150-ish-cc street-sport bikes you see on these pages are also, what else, Japanese, but the thing with motorcycles of this kind is that the peeps buying them are not just interested in their mileage figures. They would be as much, if not more, interested in the looks, features and power these motorcycles have to offer. Now, you might question our inclusion of the rather mundane Honda CB Unicorn 160 CBS (combined braking system) in the street-sport category. What is it doing here along with the latest Yamaha FZ-S FI and the snazzy Suzuki Gixxer? Well, there are a few reasons for that. One, the Honda falls in the same 160cc engine capacity category



**Yamaha FZ-S FI**



**Though mostly all-new, still feels like the older, original FZ-S**



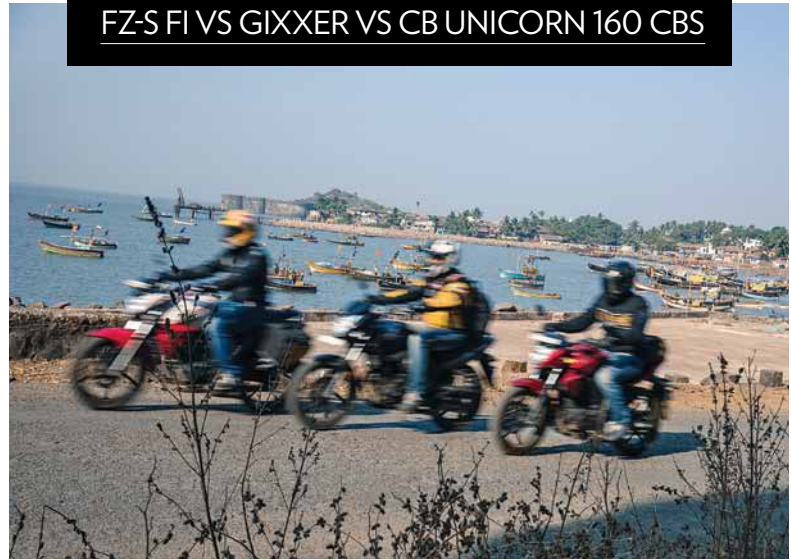
as the other two, it has near identical power figures; and, the Unicorn took us by surprise when we rode it long and hard. Plus, while the original Yamaha FZ (and the fancier FZ-S) has long been one of the most preferred choices when it comes to small-capacity urban street bikes, the dynamically-enhanced Unicorn – and the edgy Gixxer – pose a fair threat to it. So, is the latest FZ-S up to the challenge? It's banzai time, gentlemen.

As far as looks go, the Unicorn 160 is the obvious loser. Honda's designers appear to have not had too much of a say in the way the bike looks, and it doesn't look as extreme as its competitors. Like the Unicorn, the FZ-S FI, too, draws cues from the first-generation motorcycle, and, apart from a couple of cosmetic upgrades in the form of some stickers and parts such as the instrument cluster, tail-light and mudguard, it could be mistaken for the original FZ-S. The Gixxer, meanwhile, is a visual treat, and the way its contours catch light

## 'THE YAMAHA AND THE SUZUKI EXCEL AT TAKING ON THE BENDS'

is delightful. Yes, it looks like Suzuki's designers were locked in a room with the original Yamaha FZ and told to come up with 'something like this, but better', and the outcome is a sharp and fresh-looking motorcycle. We love everything about it, from the sculpted headlight and tank down to the Y-spoke wheels and shiny exhaust.





the Unicorn as you would with the FZ-S, but the power delivery made all the difference with the Honda. Dissecting corners is the Gixxer's forte. It weighs just as much as the Unicorn, and while its 154.9cc mill pumps out an identical 14bhp, it is down 0.6Nm on torque, and that means it isn't the strongest initial performer. It's mid- and top-end whack is commendable, nonetheless. Although you might find the difference in power figures miniscule, they significantly impact the performance of these bikes. And, it shows you why the Honda inches ahead of the rest on this front, and why the Yamaha comes in third in the fuel economy stakes (the bikes returned figures of 40kpl (Gixxer), 39kpl (Unicorn) and 37.6kpl (FZ-S), respectively).

The other thing that differentiates the bikes from each other is the way they come to a halt. The CBS blesses Honda with the best brakes. The Suzuki, on the other hand, has a front disc that offers decent bite, but has a rather indifferent rear disc. The same goes for the Yam, which is equipped with a drum brake at the rear.

If you're caught in a situation when you're pushing hard and have to employ emergency braking measures, you can bet on the Yam to deliver, unwittingly, one of the best Arnab Goswami ►

With 14.5bhp and 14.6Nm on tap, the 162.7cc Honda motor doesn't fail to deliver when it comes to performance (very reminiscent of the last MotoGP season, no?), and sprang a nasty surprise on the competition. There's a good amount of grunt from low down in the rev range, and the refined engine, in a very un-Unicorn manner, is eager to be revved all the way to the 9,000rpm redline through the slick 5-speeder. As soon as we hit a clear patch on the highway, its superior performance was evident. The 135kg Honda also feels much quicker off the line. The Yamaha is 3kg lighter than the other two, and its 149cc single-pot loves to be revved, too. It boasts a fuel-injection system, but has the smallest engine at 149cc, and produces the least power and torque (13bhp and 12.8Nm) of the three. The Yam was fantastic around some wonderful sweeping corners, but in a straight line, it didn't exactly match up to the carburetted Gixxer and Unicorn.

Yes, you won't be able to achieve the same lean angles with



**Suzuki Gixxer**



**Chassis, styling and engine work best in sync with this one**





## 'WHAT THE HONDA LACKS IN LOOKS, IT MAKES UP IN PERFORMANCE'

impersonations you'd have ever seen (without a prompter) – it just doesn't know when to stop.

When it comes to ride quality, the bikes use the same suspension setup: a telescopic fork up front and a monoshock suspension at the back. Considering that upright riding position, you would naturally assume the Honda Unicorn to be the most comfortable of the bunch. And, you wouldn't be far off the mark. Even though the suspension setup is slightly stiff, the Honda won't batter your spine over bumps at any speed, and is the most comfortable of the three. The Yamaha and the Suzuki are slightly more stiffly sprung, and their seats are firmer, so we found the low-speed ride down the bumpy NH17 to be a little uncomfortable in comparison with the Honda.

Although the high-speed ride of all three is really good, the Yamaha and the Suzuki feel a little more 'ninja' when it comes to corner-carving. Now, we are in no way implying that the Honda is short on agility, because it actually is quite flickable. It's just that it didn't feel as good as the other two, and we think the upright riding position affects the way the bike handles. Also, the commuter bike-like heel-toe shifter doesn't really ooze sportiness, while the positioning of the footpegs – which keep your feet positioned right below your knees – mean you'll



scrape your footpegs more often than your knees when you spiritedly attack a corner.

The Yamaha's flat seat was the least comfortable over long rides, while the Honda is exactly what your derriere deserves. The Honda's more leveled seat is the outright winner here, especially if you're riding two-up, with the Suzuki second best.

The Suzuki's chassis is one of its strong points, and combined with the riding position and the tyres, it makes for a comfortable, engaging ride.

All three motorcycles employ tubeless, grippy MRF Zappers, but we didn't get a chance to test the tyres in the wet, and we've faced situations in the past in which the performance of the hard-compound rubber was a matter of some concern.

The Honda is not as feature-heavy as the Yamaha or the Suzuki, and that's a real downer. It's not as if the Gixxer and the FZ-S have a lot to offer, but it's the absence of things that we take for granted – engine-kill switch, no LED units in the tail lamp, gear indicator – which pulls the Honda down.

It has been a good, long ride, and the test is complete. Time,



**Honda CB Unicorn 160 CBS**



**Is the most comfortable. Surprisingly, it is pretty quick, too**







then, to choose the king of the Japanese 160cc street-sport category. So, what's clear is that the FZ-S is not really fit to rule anymore. The downsizing of the engine – and consequently, less power – and the cosmetic updates don't really work. It is still a good motorcycle, but it hasn't evolved into something better. What Honda has done with the Unicorn 160, meanwhile, is create a bike that does what was expected of the Trigger – this one actually feels sporty and agile – while slapping on some badging that will resonate with a lot of potential consumers. Yes, it does look like a motorcycle your geeky, non-enthusiast cousin would ride, but, despite the obvious lack of visual flair and an absence of features, it could still make for a remarkable steed. So, that leaves us with the Gixxer. It deserves the top spot. It comprises a splendid mix of everything – from good looks, quality materials and good fit and finish levels to a commendable ride, handling, power delivery and, most importantly, economy. From small rides in the city to long jaunts out on the highway, the Gixxer doesn't fail to impress. It looks the part, feels the part and does everything you would expect a motorcycle of its kind it to do, and then some. All hail the new king of the streets. **76**



	SUZUKI GIXXER	HONDA CB UNICORN 160 CBS	YAMAHA FZ-S FI
Engine	1cyl, 154.9cc, air-cooled	1cyl, 162.7cc, air-cooled	1cyl, 149cc, air-cooled
Fuelling system	carburetted	carburetted	fuel-injected
Max power	14.5bhp @ 8,000rpm	14.5bhp @ 8,000rpm	13bhp @ 8,000rpm
Max torque	14Nm @ 6,000rpm	14.6Nm @ 6,000rpm	12.8Nm @ 6,000rpm
Gearbox	5M	5M	5M
Weight	135kg	135kg	132kg
Ground clearance	160mm	150mm	160mm
Front wheel / tyre	100/80-17	80/100-17	100/80-17
Rear wheel / tyre	140/60-R17	110/80-17	140/60-R17
Wheelbase	1330mm	1324mm	1330mm
Fuel Tank (in litres)	12	12	12
Fuel consumption	40kpl	39kpl	37.6kpl
Price (ex-showroom, Delhi)	₹72,199	₹74,414	₹78,250







**IF IT AIN'T BROKE...  
...DON'T FIX IT.**

**VW UNDERSTANDS THAT.  
WHICH EXPLAINS THIS 'NEW' JETTA**

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WORDS: GIRISH KARKERA

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**B**ack in 2011, Volkswagen brought the all-new Jetta to India. It was the Mk VI (or sixth-generation) of this global car. And, it was historic in a way, because for the first time ever, the Jetta had broken away from the Golf. No sharing the same platform. No identical body panels. In its new incarnation, the Jetta had grown big enough to move away from the revered hatch. It was a significant move, considering it originally started off as a 'Golf with a boot' or 'backpack Golf', as they used to call it back then.

Yes, the Jetta and its few iterations sell in seriously large numbers globally, but the reason why it had to let go of its Golf connection had something to do with the design. As Urs Rahmel, the man who designed the Jetta, told us during our recent drive in Germany, building a sedan on a hatchback's platform does have its limitations. "If you look at the profile lines on the new (sixth-gen) Jetta, it flows more seamlessly, from the front fender to the tornado line, to the rear." Rahmel maintains if the Golf was used as a base for the Jetta Mk VI, it wouldn't have the visual impact of a full-size sedan, something that it has now.

The Jetta Mk VI looks like a conventional German sedan. It is handsome, has street presence, and even though it was launched in 2011, it has aged well and doesn't look a day older than when it was first launched. Just like Tom Cruise. But, a mid-life refresh was on the cards, and Rahmel and his team have stuck to minimal changes – just like what VW did with the Polo and Vento last year.

In case you are struggling to notice the differences, the Jetta now gets a more prominent chrome grille with an additional horizontal slat with a larger VW logo. The headlights haven't changed, but the rest of the face has. The front bumper carries the wide-grin look with a more angular and protruding design. The dual-tone bottom half now has squared-off fog lamps embedded into it. The changes are more obvious at the rear. The Jetta has obviously grown over generations, and now is almost the same size as the old Passat. And, the maturity shows in the classic rear design, too, with a high bootlid and a hint of a rear spoiler just like on the Audi A3. All-new LED tail-lamps look much larger now, and the trunk lid now has a slab-sided finish, with the registration plate housing carved into it. The ➤

New tail-lights and a well-sculpted rear reminds one of the Passat





# 'THE FACELIFT ALONE MAY NOT BE THE ANSWER, BUT IT SHOWS THAT THE FOLKS AT WOLFSBURG HAVEN'T LOST SIGHT OF THE JETTA'



rear bumpers are also highlighted by horizontal edges, and add to the big-car feel of the Jetta.

You get the same feel when you are inside the Jetta on the move, too. Since this is just a mid-life facelift, the engines are carried over from the earlier model. So, the more popular 2.0-litre turbo-diesel continues to be employed. It is a robust engine with 138bhp and 320Nm of torque. Those are the numbers which take the car from 0-100kph in around 12 seconds when mated to the slick six-speed manual gearbox. Of course, there is a six-speed DSG version, too, which will crack 0-100 in 10.1s. VW has left the mechanicals mostly unchanged, so the Jetta remains effortless as the turbo kicks in quick enough to help build speed seamlessly. Show it some stick, and the engine lets the horses out eagerly. More importantly, since it can reach high speeds, the Jetta is pretty composed. The

steering weighs up well. In a straight line, you don't need to correct it constantly. Around turns, the car gently follows your orders. The independent suspension works well to strike a balance between ride and handling.

Yes, the 1.4-litre TSI engine is there, too. And, it continues to surprise us with its power. There is 121bhp, which isn't too bad for an engine of this size. Also, this one has a useable top-end. Of course, it doesn't offer the bottom-end grunt of the diesel, but get the engine past 1500rpm, and you can make it dance to the most delicate of throttle inputs. VW isn't offering it with the DSG yet, though.

The interior hasn't changed at all. No beige treatment for the updated Jetta. Instead, the car will get the European-spec black-and-grey look that also features on the updated Polo and Vento. Noticeable differences compared to the older model? Well, none. But, do look for the piano-black finish on the centre

console and slightly different climate control dials. The overall look and feel isn't very gimmicky, and is in line with the no-nonsense, classy exterior. Yes, the insides are more functional than exciting. But, it's comfortable. The cabin is well laid out, and spacious. The seats are well cushioned and feel plush, so the Jetta would make sense even for those looking at being chauffeur-driven because the ride is quite pliant, too.

As in the older model, this facelifted Jetta will be available in six variants. The diesel engine will be offered in all three trims – Trendline, Comfortline and Highline. The top-end model will feature a multimedia system with GPS and a touchscreen display. Six airbags are standard across all trims. For India, the Jetta will also get the driver fatigue-detection system, which will sound an alarm if the car notices that the driver has stopped providing steering inputs. The DSG





Simple and understated. Just like every VW...

version will only be launched on the top-of-the-line trim, while the petrol-engined Jetta will only be available in the lower two trims. We expect prices to increase marginally. So, the refresh should cost around ₹16-22 lakh, which should help keep the interest in it alive, especially since competition, in the form of the Skoda Octavia, Toyota Corolla and Hyundai Elantra, is strong.

While the latest data is yet to come in, VW did hit the jackpot with the Jetta globally, as it overtook the formidable Golf to become its second-best-selling model last year. The Passat leads. But, in its Mk VI avatar, the Jetta can realise its true potential. In India, production limitations have meant that the Jetta hasn't notched up big numbers so far. Its competitors are tough, and the pond is shrinking, which means it needs all the muscle it can gain to stay alive. The facelift alone may not be the answer, but it does show that the folks at Wolfsburg haven't lost sight of the Jetta. That's important, as this will now be VW's flagship in India with the Passat and the Touareg being pulled off sale. Strangely, it doesn't sound like they're asking too much of the Jetta. Looking at the facelift and its renewed sense of purpose, not at all. **7**

7/10

## SPECS

VOLKSWAGEN JETTA

**ENGINES:** 2.0 TDI: 1968cc, **POWER:** 138bhp @ 4200rpm, **TORQUE:** 320Nm @ 1750-2500rpm, **TRANSMISSION:** 6M/6A, **FUEL EFFICIENCY:** 19.3kpl\*/10 (DSG), **0-100:** in 10.1s (DSG)  
**1.4 TSI:** 1390cc, **POWER:** 121bhp @ 5000rpm, **TORQUE:** 200Nm @ 1500-4000rpm, **TRANSMISSION:** 6M, **FUEL EFFICIENCY:** 14.7kpl\*  
**LXWXH:** 4659x1778x1453mm, **WHEELBASE:** 2648mm, **GROUND CLEARANCE:** 159mm, **FUEL TANK** 55 litres, **PRICE:** ₹16-22 lakh (estimated)

## VERDICT

**PROS:** Design, confidence-inspiring drive, comfort  
**CONS:** Understated interior  
**BOTTOMLINE:** A midlife nip-and-tuck doesn't change much. Still one of the best no-nonsense executive sedans out there.

\*claimed



# GARAGE

TOPGEAR'S LONG-TERM CARS. TESTED AND VERIFIED



VW VENTO TDI DSG

## An old friend

HELLO

**Spec** 1498cc, 103bhp, 250Nm, 7A **Test kpl** 13.8 **Total mileage** 2300km  
**Price:** ₹11.45 lakh (ex-Mumbai) **Driver** Agasti Kaulgi **Why it's here** To see if the diesel-auto combo has given the Vento a new lease of life

**A**t the start of 2011, when I joined *TopGear*, one of the first long-termers assigned to me was a Volkswagen Vento. That, too, a dual-clutch automatic Vento. And, now as I complete four years with *TG*, I'm reunited with a dual-clutch automatic Vento. The difference is that this one runs on cheaper, stickier fuel unlike the previous one.

Over the years a few bits have changed, but most of it has remained the same. For instance, it's now got steering-mounted controls, Bluetooth connectivity and Aux and USB inputs for the music system. What remains the same is the clean German design, impeccable road manners and more than decent space in the cabin.

The highlight of this Vento is the

### IN DETAIL



The best thing that this Vento has to offer

dual-clutch gearbox mated to the oil-burner. The transmission, after a cold start, is a bit jerky. It remains that way till it heats up and reaches the optimum running temperature. From there on, it's a blissful drive. Seven gears mean you're in the right ratio at all times. This DSG is decently quick, and doesn't have a habit of leaving you furious and wanting quicker shifts like regular torque-converter automatic gearboxes do.

The first fuel run, which involved fast highway driving and traffic jams in the city, left me smiling. Despite a heavy right foot, it has returned a respectable 13.8kpl. To be honest, I can't ask for more from this sedan.

A small crash on a shoot one day resulted in a sore left arm. That's when I really understood the level of convenience

an auto offers. And, a good auto at that. Once you slot it in D, you'll never feel the need of overriding the 'box. Just leave it to its devices and it'll deliver exactly what you want it to.

The steering, too, is perfectly weighted, and offers a good compromise between city crawling and highway runs. I was always a fan of the VW Polo's and Vento's high-speed stability. You keep the throttle pinned on an empty highway, and the needle just keeps moving. 160, 170, 180, it goes on. The top whack is a quick 185kph, and even at that speed, it is rock-solid. These are speeds at which its Japanese and Korean competitors make you feel uneasy, but this inspires even more confidence. It shows the brilliant engineering that has gone into the making of this car.

Our Vento is here to stay with us for a while. I like the way it doubles up as a convenient and frugal city runabout and an agile and quick highway runner. It isn't going to anyone else anytime soon, for sure. Its keys are safe with me.

### GARAGE LOGBOOK VW VENTO DIESEL HIGHLINE AT

- ◆ Efficient diesel-auto combo
- ◆ Now with Bluetooth and steering controls
- ◆ Has a decent-sized cabin and a huge boot
- ◆ Clean lines have made sure the styling doesn't age
- ◆ Quick and responsive DSG is brilliant

### MILEAGE AND KPL THIS MONTH

k m 1 0 0 0

13.8





TVS SCOOTY ZEST

## Sprightly...

... was the word that sprung to my mind when I rode the TVS Scooty Zest for the first time. As it happened, senior road tester Agasti managed to lightly injure his arm on a shoot, and since he couldn't ride with a sore left limb, I was handed the keys to the recently-serviced Scooty. Now, I've been riding the Honda Activa 125 for some time, and I've gotten used to its smooth, unhurried ways.

As I learned soon enough, smooth and unhurried is not the Scooty Zest's thing. For someone used to the silken Honda motor, the TVS, at start-up, feels a bit gruff. There are more vibrations creeping in. But, let it idle for a bit, and it'll get smoother, and the vibes will disappear.

It's down on the Activa by 15 cubes, but it doesn't feel like it. The Scooty Zest, with its 7.9bhp and 8-odd newtons, is fast by 110cc scooter standards. Wring the throttle, and it'll leap ahead with what I think is a bit of a single-cylinder growl. It's got a ride mode indicator: Eco (lit green), and Power (lit yellow). The way I've been riding it so far, Power's been glowing all the time. Long rides await the zesty TVS this month. Stay tuned.

### Report 3

**Spec** 110cc, 1cyl, 7.9bhp, 8.7Nm  
**Price** ₹56,500 (on-road, Mumbai)  
**Test kpl** 45 **Total mileage** 480km  
**Rider** Amaan Ahmed  
**Why it's here** To see if the Zest is the best-ever Scooty



RENAULT DUSTER AWD

# Impressed, all over again

HELLO

**Spec** 4cyl, 1461cc diesel, 108bhp, 245Nm, 6M **Test kpl** 12.6 **Total mileage** 3600km **Price:** ₹14.2 lakh (est., on-road Delhi, RXZ trim) **Driver** Girish Karkera  
**Why it's here** To check out the extent to which it has raised the bar for small SUVs

**T**his is *TopGear India's* variant of the year. When the Duster was launched in India some two years ago, it put Renault in the fast lane.

The vehicle, with its compact dimensions and solid mechanicals, was an instant hit. Renault's plan of buying a little known Romanian brand was a smart move because the Duster is more Dacia than Renault. Not that it matters much to us Indians. A little 'badge engineering' aside, the Duster remains a phenomenal vehicle that comes at a reasonable price, and the only thing that stopped it from being a proper SUV has now been sorted with this four-wheel-drive version.

The AWD or all-wheel-drive badging may be a bit confusing because the Duster isn't a permanent four-wheel-drive car, although you can make it one by turning that small dial on the centre console. Keep it in 'Auto', and the Duster happily toggles between front- and four-wheel drive. Else, you can either keep it in permanent front- or four-wheel-drive by simply turning the dial left or right.

Moving from the bigger, more luxurious Santa Fe to the Duster wasn't as tough as I had imagined it would be. Yes, there isn't as much space, but as you spend more and more time in the car, you realise just how right its proportions are. While an SUV's high ground clearance has its advantages, a sport-ute can be a handful in tight parking spaces. The Duster takes care of that problem. The relatively high seating position and the

### IN DETAIL



Oddly-positioned power mirror dial's been retained

overall visibility are welcome, but thankfully, it is also equipped with parking sensors. However, you've got to be careful while squeezing your way through traffic since the Duster has flared wheel arches that give it a macho stance. The extra-large AWD stickers on the doors and the rear quarter glass are the only quick differentiator between this and the regular all-new car (apart from the tiny 4x4 badge on the rear hatch). Large, gunmetal-finished alloys go well with a proper off-roader. The insides have been spruced up and give you an idea of what to expect from the updated 2WD Duster that will hit showrooms this month. And, while it isn't largely different, fit and finish seems to have improved, and it plays its part in making this compact but mighty capable SUV more likeable.

### GARAGE LOGBOOK DUSTER AWD RXZ

- ◆ Gets better off-roading ability now
- ◆ Tractability of the torquey engine is a boon in traffic
- ◆ Super-awesome ride irrespective of road conditions
- ◆ Touchscreen feels sorted but interface could be better
- ◆ Some of the plastics used still look a bit cheap

### MILEAGE AND KPL THIS MONTH

k m 4 0 0

12.6





HERO KARIZMA ZMR

## The buzz

I finally took the ZMR on a fairly long ride, and it fared quite well out on the highway. The engine pulls well from low revs, and as you make your way up the power band, the bike remains stable.

I did have to exercise a little caution through the bends, though. Yes, it's true that the Karizma does vibrate a bit. At least our bike does. Of course, that's not necessarily a bad thing if you are the kind who prefers a little rattle when you roll. But, strangely in this case, you always have the feeling that something is going to fall off the bike at some point in time. Meanwhile, the rubber bush between the muffler and the heat guard has taken a hike, which means that there is now a very irritating metal-on-metal friction sound emanating from the rear whenever I fire her up. It's easy to tell that the meat of the power kicks in after 4000rpm, but when it came to overtaking slower vehicles, the Karizma didn't disappoint. All I had to do was drop down a cog to put trucks in the now-fixed rear view mirrors. After a 300km-long ride, the Karizma gave back a decent mileage figure of 38kpl.

### Report 2

**Spec** 223cc, 1cyl, air-cooled, 20bhp, 19.7Nm, 157kg **Price** ₹1.22 lakh  
**Test kpl** 38 **Total mileage** 2669km  
**Rider** Christopher Chaves  
**Why it's here** To see where Hero's 223cc street-sports bike stands in the highly competitive segment



HYUNDAI XCENT

## Hits the spot

**REPORT 3** **Spec** 1200cc, 4cyl, 1.2-litre, 82bhp, 114Nm, 5M **Test kpl** 11.2 **Total mileage** 6943km **Price:** ₹7.69 lakh (on-road, Mumbai) **Driver** Christopher Chaves  
**Why it's here** So it can prove that it's one of the best VFM propositions around

I can now say that I have more or less experienced the Xcent's capabilities to such a great extent that I can confidently state that it is one of the best compact sedans of our time. From long-ish drives for photoshoots to being tricked into chauffeuring family around on a seemingly never-ending shopping binge, this little Hyundai has proved to be very helpful in making my journeys pleasant. The Xcent's cabin is well insulated from external noise, and the air con unit, with its rear vents, works well in keeping heat at bay. The Xcent is compact, which makes squeezing through tight spots in traffic pretty easy. What makes life easier is the 1.2-litre four-pot petrol motor, which offers good pick-up. The five-speed gearbox remains slick even after clocking an overall mileage figure of over 6,000km. Yes, the feel from the electrically-assisted steering is a bit vague, but that does little to dilute the overall, pleasure-filled driving experience in the city, or out on the highway.

Although I didn't think it was really possible, or necessary, the saloon version of the Grand i10 is very useful in the city, as it turns out. The boot has more than enough space to hold all sorts of large items – from professional camera equipment to shopping bags and the like. Although I think having a reverse camera and parking sensors in a car of this size is pretty silly, my sister thought

### IN DETAIL



Boot is larger than you think and packs in hell a lot of stuff

otherwise when I asked her to test it out. One thing I like about Hyundais is that all the equipment the cars get is laid out plain and simple for you to operate, including basic things like pairing to the Bluetooth system with your phone, and the Xcent is no different in this regard.

However, I did find one shortcoming with the petrol motor out on the open roads on my way out of town: the mid-range lacks decent pep. Even when the engine was turning at around 4,000rpm, I had to downshift to go past slower-moving vehicles safely. The ride quality impresses, though, and you never notice when you're touching triple-digit speeds in this saloon. Everything about this car, apart from its mundane appearance, is commendable, including the mileage figure of 11.2kpl we got this time around. I am looking forward to spending a couple of months with it.

### GARAGE LOGBOOK

HYUNDAI XCENT

- ◆ Reverse camera and parking sensors thoughtful touches
- ◆ Love the commodious boot
- ◆ Steering feel a bit vague
- ◆ 5-speed 'box still slick
- ◆ Mid-range lacks pep

### MILEAGE AND KPL THIS MONTH

k m 4 2 0

11.2





HYUNDAI ELITE i20

## Steering woes

**L**ast month, I made my love for the i20 public, and I'm pretty proud of it. Why shouldn't I be? Not only did it take home our 'Hatchback of the Year' trophy, our readers, too, gave this Korean hatchback a thumbs up, making it our Readers' Choice Car of the Year. Good to know we're on the same page as our readers.

But, as I mentioned in my previous report, there's one thing that bothers me about the i20, and that's the electrically-assisted steering wheel. Although it feels good to hold and its lightness goes a long way in making city commutes stress-free, it still doesn't feel right. In fact, it feels vague, and even more so when driving at high speeds. It doesn't give me enough confidence around a corner, or at triple-digit speeds.

Sure, it takes fast corners really well, doesn't scare you mid-corner, but feedback from the steering wheel is sorely missed, something a certain German rival does offer. If Hyundai could look into this, that'd be great. And, I'm sure the engineers at Hyundai can do it. Just drive the little Grand i10, and its behaviour on the road will tell you what I mean.

### Report 5

**Spec** 1396cc, 4cyl, 89bhp, 220Nm, 6M **Price** ₹7.66 lakh (ex-showroom, Delhi) **Test kpl** 15.7 **Total mileage** 7234km **Driver** Devesh Shobha **Why it's here** To see if it has got what it takes to be the new segment leader



HONDA ACTIVA 125

## Just about enough

### GOODBYE

**Spec** 125cc, 1cyl, 8.6bhp, 10.12Nm **Test kpl** 47 **Total mileage** 1476km **Price:** ₹73,800 (on-road, Mumbai) **Rider** Amaan Ahmed **Why it's here** To find out if it's as good as everyone thinks it is

**T**wo months. That is all the time I spent with Honda's biggest automatic transmission-equipped two-wheeler in India this side of the VFR. And, it's forced me to reconsider my stance on scooter purchases, which I never thought would happen.

We tend to often ignore the styling part when it comes to scooters. They're all like hand blenders, all clones with different badging, some say. But, that doesn't change the fact that the 125 is a very smart-looking scooter. With a justifiable helping of chrome up front, black speed screen and alloys, it manages to distinguish itself from lesser Activas. During my time with it, the 125 did invite looks from other Activa owners, who were particularly keen to know how much of a difference the bigger engine made. In fact, since I started riding it, I looked out for other 125s on the road, and I did see quite a few. The only common differences between those, and my ride, was that most of them ran on pressed steel wheels, and (more disappointingly), almost all of them were equipped with a drum brake up front.

The motor had already impressed me with its smoothness, but after a service, it turned silkier still. It's not exactly fast, but it picks up speed quite decently, and as I discovered on my long-ish highway rides, it is also very stable at speeds upwards of 60kph. High speeds are not what the Activa is built for, and yet, it sat near its top speed mark happily whenever I found an empty road.

### IN DETAIL



Someone obviously thought this would be funny

The underseat storage space is more than adequate. I've stuffed a lot of... erm, stuff, in it, from a loaf of bread to a dozen bananas, slightly crumpled documents and my half-face AGV helmet.

Problems? Only two: cold starts continued to be an issue, even when the scooter wasn't ridden for two days, and second, some kind soul decided I'd be better off without a horn, so they plucked out the horn switch. And, if I were to be a bit demanding, I'd like Honda to shift the fuel filler cap to some place on the scooter's body. It'd make life so much easier at the pump.

It did a fair bit of running this month, and I enjoyed every bit of it. I'd never thought I'd be sad at letting go of a scooter, but I will miss the 125. It has just about enough of everything: style, performance, comfort, and it even returned something in the region of 48kpl. It really is all the scooter you'd need.

### GARAGE LOGBOOK

HONDA ACTIVA 125 DELUXE

- ◆ Combi Brake System works like a charm
- ◆ Motor felt silkier post service
- ◆ The anti-theft shutter is a bit fiddly to operate

### MILEAGE AND KPL THIS MONTH

k m 2 7 0

48





SUZUKI GIXXER

## Commuter duty

**T**hanks to the Awards, I spent most of my time last month in office. That meant the Gixxer, too, was ridden around in the city. Most of my riding involved commuting from home to office and back, and the Gixxer was more than up to the task. The well-cushioned single-piece seat feels comfy, and you appreciate it all the more when you are stuck in rush hour traffic.

But then again most commuter bikes can offer a comfy commuting experience. What makes the Suzuki Gixxer special is the power it has to offer. 14.5bhp sounds good for a 150cc, and feels good on the road, too. But you will have to keep the engine on the boil to get each of those fourteen-odd horses to work.

Since it's so agile, I enjoy keeping the engine around the 8000rpm mark.

Obviously, there is a downside to this: on my first city fuel run, the Gixxer returned an average of 38.4kpl. Unlike me, if you prefer efficiency over performance, you can go easy on the throttle. A figure of 42kpl looks pretty achievable for a saner rider.

### Report 2

**Spec** 1cyl 154.9cc engine, 14.5bhp, 14Nm, **Price** ₹88,000

(on-road) **Test kpl** 38.4kpl

**Total mileage** 1491km

**Rider** Abhinav Mishra

**Why it's here** To see if Suzuki can finally take the fight to the Yamaha FZ



TVS STAR CITY +

## Little star

### GOODBYE

**Spec** 110cc, 1 cyl, 8.1bhp, 8.7Nm, 4M **Test kpl** 54.8 **Total mileage** 840km

**Price:** ₹48,000 (on-road, Mumbai) **Rider** Murali K Menon

**Why it's here** To see if it's the star of everyday commuting

**I**rarely notice motorcycles below 300cc, and, three months ago, when a colleague dropped off the TVS Star City + at my place, I didn't exactly jump for joy. But, as it prepares to head back home, I would think it's made a very favourable impression on me. It's been a reliable, honest, competent motorcycle, and while I've not taken it for really long rides, I think it should be able to hold its own on our deadly highways. So, without much ado, let me list the reasons I'll remember this little bike for.

1. The Star City Plus is a pretty stable bike, and also flickable. It manages to hold its line even under sudden braking, and you feel confident riding it regardless of the environment you are in.
2. TVS has got the suspension sorted on this one. It's beautifully set-up, and the front forks have the right amount of travel, so the motorcycle can ably tackle the roads the Brihanmumbai Municipal Corporation takes great joy in destroying.
3. The quality of the switchgear is pretty impressive, and the seat, too, is among the most comfortable.
4. I'm okay with the drum brakes on the motorcycle – I'm an extra-cautious rider – but they are among its weakest links. I just wish TVS put a disc on this one – as standard.
5. I don't know whether this was specific to our test motorcycle, but the bike does seem to have a problem with cold starts.
6. The Star City + might be a good

### IN DETAIL



Cold starts are a bit of a problem with the Star during winter

- all-rounder, but it is in its element in the city, and a joy on short, brisk rides. It's simple, uncomplicated and fuss-free. The engine is refined, of course, but the four-speed gearbox is especially slick.
7. I consistently got a fuel efficiency figure of around 55kpl, and that's not a bad deal at all. In fact, I don't remember the last time I filled it up.
  8. Is there anything I would want to change about the motorcycle? Not really. Apart from disc brake, I probably wouldn't want to add anything to it. As it stands, it is a perfect motorcycle for someone who's just got the hang of riding, and wants to ascend the ladder steadily.
  9. Hopefully, someday all of these guys who buy the Star City + will move onto bigger and better bikes from TVS. Like me, I'm sure, even they will be looking forward to the bounty the company's tie-up with BMW is expected to deliver.

### GARAGE LOGBOOK

TVS STAR CITY +

- ◆ Pretty stable, especially for a 100cc motorcycle
- ◆ Refined engine and slick gearbox. But vibrations do creep in at higher speeds
- ◆ Disc brake should be standard on this one
- ◆ The perfect motorcycle for beginners

### MILEAGE AND KPL THIS MONTH

k m 8 0

54.8





# WHAT GOES FOR BLIND DATES, GOES FOR CARS: SNOOP ONLINE FIRST, MEET OFFLINE LATER.

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**YAMAHA FZ-S V2.0**

## The real deal

**F**uel injection has changed the character of the FZ. It was always sporty, but thanks to this new tech, the engine has become buzzy and eager, despite the marginal drop in power and torque.

Since the first FZ-16 broke cover in 2008, it has been one of Yamaha's best-sellers. Our test bike is more fun to ride when you show it some stick. Unfortunately, that doesn't make it quite comfortable in the city, because the bike jumps forward when you wring the throttle. But, this instant power delivery also means that it decelerates just as fast every time you 'un-wring' by even a degree. It's very sensitive to throttle inputs. Pillion riders may not enjoy that in city traffic.

The ride is stiff, yes, but it's essential to the character of this bike. It's that small sacrifice you need to make to own an everyday bike that you can ride hard provided you get an open, safe stretch. Fuel efficiency is better than the carburetted version's, but that's not what you get an FZ for. A sporty (that word again) motorcycle is what it's supposed to be, and you'll love it all the more for that.

### Report 3

**Spec** 1cyl, 149cc, 13bhp, 12.8Nm  
**Price** ₹78,250 (ex-Delhi) **Test kpl** 43.4 **Total mileage** 3000km  
**Rider** Girish Karkera  
**Why it's here** To see if the V2.0 business is a step up



**HONDA CB UNICORN 160**

## A discreet weapon

**HELLO**

**Spec** 162.7cc, 1cyl, 14.5bhp, 14.6Nm, 5M **Test kpl** NA **Total mileage** 437km  
**Price:** ₹82,552 (ex-Mumbai) **Rider** Devesh Shobha **Why it's here** To see if this Unicorn with a bigger heart can spice things up

**I**n 2005, after having ridden borrowed two-wheelers for almost half a decade, my dad decided I could be trusted with a motorcycle. My first love, the original HH CBZ, was out of production by then. Naturally, I wanted what any sane 21-year-old would want when it came to motorcycles: the Honda Unicorn. Back then, it didn't have the CB prefix. It was a motorcycle with sedate styling, but black mag wheels added some flair, and it possessed the finest 150cc engine at the time. And, I really, really wanted one. But, you don't want to know what my father bought me. No, you wouldn't want to, trust me. Let's just say that it was the only motorcycle around that could pull off a yellow paint job, it had more plastic panels than two Unicorns put together, and an engine way bigger than the Uni's. It was a total tragedy as far as I was concerned. But why did he buy me the said motorcycle instead of the Unicorn? Well, we Gujjus like flash, you know, and the Unicorn was a too plain Jane for my folks. I argued like a 21-year-old, cried like a 12-year-old, turned anti-social and sulked for weeks, but it was a no go. I didn't call the shots back then and that meant I missed out on owning a mechanically-sound motorcycle.

I am married now, but I don't wear the pants at home (some things never change, do they?).

However, when Honda launched its new Unicorn I quickly called them up and

### IN DETAIL



The minimalist: No flashy decals or bits. Subdued body panels

arranged for a long-term. This time around, though, it's got a bigger bore and stroke – a 162.7cc engine with an additional 1bhp and 2Nm – and a few more tech bits that only make it better than before. And, it looks just like the Unicorn I almost bought once.

The styling is clean – no unnecessary decals, no flashy bits, and minimalistic body panels.

Park it inside a public parking lot, and it won't attract any sort of trouble, but at the same time, I've noticed fellow commuters giving it a second glance at traffic signals.

The engine is a typical Honda unit, as smooth as Scotch. I haven't spent too much time with the Unicorn, it's only been about ten days. So, you'll have to wait for my next report to know how it's treating me, and I'm sure the Honda won't give me any cause for complaint.

### GARAGE LOGBOOK

HONDA CB UNICORN 160

- ◆ Butter-smooth engine is typically Honda
- ◆ 5-speed gearbox is a gem
- ◆ Rear disc brake missed. Not available as an optional extra
- ◆ Styling is typical Unicorn, nothing flashy out here

### MILEAGE AND KPL THIS MONTH

k m 2 8 0

NA



## EVERYTHING YOU NEED TO KNOW ABOUT NEW CARS THIS MONTH

## 01 TG Choice

Choosing the right variant can be confusing. It's not necessarily the cheapest one... or the diesel.

## Q2 The TG Rating

Simply translated: how good is the vehicle in numbers?  
Out of say, 10?

**03 Price in your city**  
Indicative ex-showroom prices. On-road for Mumbai and Delhi. Accurate at the time of going to press.

#### 04 India Sales

Don't just go by what we write.  
See how fellow buyers treated the company in the recent past.

## 05 Company description

Just who are you dealing with here?  
The low-down on the company behind the automobile.

## 06 More stuff to read

Added insight into the world of TopGear via these little oases of slightly grumpy opinion

### 07 Fuel efficiency

'Average kitna hai?' The real-world figure for real-world situations.

## 08 Dimensions

Making sure you know if your car will fit in your parking slot. Yeah, that's going to be important too.

**0-100KPH** Our very own test time in seconds to reach 100km from a standing start

\* indicates ex-showroom prices for Mumbai and Delhi

TATA TO TOYOTA



TOPGEAR NEW CAR GUIDE	Price				Numbers							Features											TG RATING
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid		
Buyer Guide continued ▶																							

Buyer Guide continued ▶



**ASHOK LEYLAND** Dealers NA Warranty 2yrs or 50,000km Website [www.ashokleylandcv.com](http://www.ashokleylandcv.com)

**Company description:** One of India's leading commercial vehicle manufacturer now gets into the passenger car segment.

**India sales in 2014:** na  
For full listings and data please visit: [www.topgear.com](http://www.topgear.com)

**TG Awards:** -

**Stile:** Nissan Evalia minus all the creature comforts equals to the AL Stile.

**TG Choice:** LX gives you AC, power windows and power steering, but we would have liked if it had ABS

**L:** 440cm, **W:** 170cm **H:** 186cm **Boot:** NA **Fuel Tank:** 50 litre, **Ground Clearance:** 18.0cm **Also try:** Nissan Evalia, Mahindra Xylo, Maruti Ertiga



LE	na	7.49*	na	9.07	4cyl 1461cc	5M	75	185	na	18.17	11.5	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	4/10
LS	na	8.79*	na	10.62	4cyl 1461cc	5M	75	185	na	na	na	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	4/10
LX	na	9.29*	na	11.21	4cyl 1461cc	5M	75	185	na	na	na	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	4/10



**ASTON MARTIN** DealersWarranty Website

**Company description:** Arguably the UK's most desirable marque, thanks to genuinely good supercars.

**India sales in 2014:** na  
For full listings and data please visit: [www.topgear.com](http://www.topgear.com)

**TG Awards:** -

**DB9:** Overshadowed by the DBS and undercut by the Vantage, the DB9 is still the quintessential Aston. **Build: Import**

**TG Choice:** Well not the Volante. So that only leaves the fixed head. Which will do nicely.

**L:** 471cm, **W:** 206cm **H:** 128cm **Boot:** 186 litres, **Fuel Tank:** 80 litre, **Ground Clearance:** NA **Also try:** Bentley Continental GT, Ferrari California and Maserati GranTurismo.



DB9 6.0 V12	na	na	na	190*	12cyl 5935cc	6A	510	620	306	4.8	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
DB9 6.0 V12 Volante	na	na	na	200*	12cyl 5935cc	6A	510	620	304	4.8	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	na

**Rapide:** A ball-aching beauty of a saloon and a proper poke in the eye for Porsche's Panamera turbo. **Build: Import**

**TG Choice:** There is only one and it's got a 550bhp V12 with 600Nm torque. So we'll take it.

**L:** 502cm, **W:** 214cm **H:** 136cm **Boot:** 317 litres, **Fuel Tank:** 90 litre, **Ground Clearance:** NA **Also try:** Porsche Panamera, Ferrari FF, Maserati Quattroporte



Rapide 6.0 V12 4d	na	na	na	220*	12cyl 5935cc	6A	550	620	296	5.2	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
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**Vantage:** The car that took on the 911. And lost. But hey, it's an Aston.

**Build: Import**

**TG Choice:** The full 510bhp V12 Vantage experience please.

**L:** 439cm, **W:** 187cm **H:** 125-127cm **Boot:** 144 litres, **Fuel Tank:** 80 litre, **Ground Clearance:** NA **Also try:** Porsche 911.



Vantage V8 4.7 Coupe	na	na	na	155*	8cyl 4735cc	6M	420	470	302	4.7	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Vantage 4.7 V8 Roadster	na	na	na	165*	8cyl 4735cc	6M	420	470	302	4.7	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Vantage V8 S*	na	na	na	165*	8cyl 4735cc	7A	430	490	305	4.7	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Vantage 4.7 V8 420 Roadster	na	na	na	152*	8cyl 4735cc	6M	420	470	290	4.7	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
V12 Vantage	na	na	na	190*	12cyl 5935cc	6M	510	570	305	4.2	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10



**AUDI** Dealers 37 Warranty 2yrs Website [www.audi.in](http://www.audi.in)

**Company description:** Classy and understated alternative to the driver-oriented BMW and the staid Mercedes. Oozing Teutonic quality.

**India sales in 2014:** na  
For full listings and data please visit: [www.topgear.com](http://www.topgear.com)

**TG Awards:** **Engine of the Year 2013: Audi S6**  
Comes with LED lights that scream "Audi" from a mile away. The overall design language has spilled over on to the rest of the Audi group.

**A3:** Audi's brought the three-box version of the A3 to compete with the A-Class and the 1-Series. **Build: Assembled**

**TG Choice:** The 40TFSI as its combination of the brilliant TSI motor and the quick-witted 7-speed S-tronic auto 'box is excellent.

**L:** 445.6cm, **W:** 179.6cm, **H:** 141.6cm **Boot:** 425 litres, **Fuel Tank:** 50 litre, **Ground Clearance:** NA **Also try:** BMW 1-Series, Mercedes-Benz A-Class



35TDI Attraction	na	22.95*	na	29.62	4cyl 1968cc	6A	140	320	na	na	na	✓	✓	✓	✓	✖	✖	✓	✖	✓	✓	✓	7/10
35TDI Premium	na	25.95*	na	34.69	4cyl 1968cc	6A	140	320	na	na	na	✓	✓	✓	✓	✖	✖	✓	✖	✓	✓	✓	7/10
35TDI Premium Plus	na	29.95*	na	39.55	4cyl 1968cc	6A	140	320	na	na	na	✓	✓	✓	✓	✖	✖	✓	✖	✓	✓	✓	7/10
35 TDI Technology	na	32.66*	na	42.90	4cyl 1968cc	6A	140	320	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
40TFSI Premium Plus	na	28.95*	na	38.30	4cyl 1798cc	7A	174	250	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
40TFSI Cabriolet	na	44.75*	na	na	4cyl 1798cc	7A	174	250	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

**A4:** Audi's best-seller gets plastic surgery. And becomes a nagging worry for other Germans in the game. **Build: Assembled**

**TG Choice:** The 2.0 Tdi as its a great value-for-money proposition and runs on a more affordable fuel.

**L:** 470cm, **W:** 183cm **H:** 142.7cm **Boot:** 480 litres, **Fuel Tank:** 63 litre, **Ground Clearance:** NA **Also try:** BMW 3-Series, Mercedes-Benz C-Class



2.0TDI Std	38.62	37.86*	38.62	39.16	4cyl 1968cc	8A	148	320	210	9.47	13.1	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
35TDI Premium	na	na	na	45.11	4cyl 1968cc	8A	174	380	220	8.37	13.7	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
35TFSI Premium	35.62	34.91*	35.62	39.98	4cyl 1798cc	8A	168	320	210	8.77	9.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
35TDI Technology	57.31	56.22*	57.31	50.32	4cyl 1968cc	8A	174	380	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
S4	52.12	51.11*	52.12	50.26*	6cyl 2995cc	7A	329	440	na	4.63	8.6	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10

**A6:** Good-looking, accomplished executive saloon – now with that beardy front grille after the redesign.

**Build: Assembled**

**TG Choice:** The 35TDI Premium has loads of toys for you to play with, while still managing a figure of 9.6kpl

**L:** 491.5cm, **W:** 187.4cm **H:** 145.5cm **Boot:** 546 litres, **Fuel Tank:** 65 litre, **Ground Clearance:** 11.8cm **Also try:** BMW 5-Series, Mercedes-Benz E-Class, Volvo S80



35TDI Business	na	47	na	50.64	4cyl 1968cc	7A	174	380	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
35TDI Premium	62.73	61.50*	62.73	58.80	4cyl 1968cc	7A	174	380	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	-



TOPGEAR  
NEW CAR GUIDE

◀ Audi continued

Price				Numbers							Features											TG RATING
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid		
na	39.90*	na	65.50	4cyl 1968cc	7A	174	380	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	-	
51.67	50.64*	51.67	59.55	4cyl 1968cc	CVT	174	380	222	8.2*	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	6/10	
50.98	49.96*	50.98	na	4cyl 1984cc	CVT	177	320	250	9.21	10	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	6/10	

**A7:** Perfect mix of sportiness, comfort and styling evokes instant desire. You'll never feel you're in a four-door. **Build: Import****TG Choice:** The 3.0 TDI Quattro, is powerful and sips fuel frugally.**L:** 496cm, **W:** 191cm **H:** 141.9-142cm **Boot:** NA, **Fuel Tank:** 75 litre, **Ground Clearance:** NA **Also try:** Mercedes CLS, BMW 6 series Gran Coupe

3.0 TDI Quattro	88.00	85.88*	88.00	84.85*	6cyl 2967cc	7A	241	500	250	6.07	8.1	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
RS7 Sportback	130	127*	130	125*	8cyl 3993cc	7A	552	700	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10

**A8 L:** You can't ask for a more perfect car than this. Not for ordinary mortals.**Build: Import****TG Choice:** The 4.2 TDI gives you a great mix of luxury and power.**L:** 526.7cm, **W:** 194.9cm **H:** 147.1cm **Boot:** 510 litres, **Fuel Tank:** 90 litre, **Ground Clearance:** 12.4cm **Also try:** BMW 7-Series, Mercedes-Benz S-Class

4.2 TFSI Quattro	130	144	130	166	8cyl 4163cc	8A	366	445	250	6.7	5.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
3.0 TDI	115	130	115	147	6cyl 2967cc	8A	246	550	250	6.5	7.4	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
4.2 TDI Quattro	126	141	126	161	8cyl 4134cc	8A	345	800	250	5.16	8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10

**Q3:** Audi says this rivals the Range Rover Evoque! Not sure about that, but it's definitely capable.**Build: Assembled****TG Choice:** The High grade, comes with a easy-to-use MMI system and a bunch of other useful features.**L:** 438.5cm, **W:** 183.1cm **H:** 160.8cm **Boot:** 460 litres, **Fuel Tank:** 64 litre, **Ground Clearance:** NA **Also try:** BMW X1

35TDI q Premium	na	na	na	39.59	4cyl 1968cc	7A	174	380	212	7.94	11	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
35TDI q Premium Plus	na	na	na	46.78	4cyl 1968cc	7A	177	380	212	7.94	11	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
2.0 TFSI Base grade	na	na	na	27.37*	4cyl 1984cc	7A	208	300	230	7.18	8.25	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
2.0 TFSI High grade	na	na	na	32.66*	4cyl 1984cc	7A	211	300	230	7.18	8.25	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
S Edition	24.91	24.99*	24.91	na	4cyl 1968cc	6M	138	320	na	7.94	11.04	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

**Q5:** It may not have the panache of the Q7 that Bollywood loves, but the Q5 does mean business.**Build: Assembled****TG Choice:** The 3.0 TDI Quattro, with the engine carried over from the Q7 but this is quicker, thanks to half-a-tonne less weight**L:** 462.9cm, **W:** 188cm **H:** 165.5cm **Boot:** 540 litres, **Fuel Tank:** 75 litre, **Ground Clearance:** 20.5cm **Also try:** BMW X3, Mitsubishi Montero

2.0 TFSI Quattro	na	44.89	na	54.25	4cyl 1984cc	8A	221	350	222	8.89	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
30TDI Technology	na	52.10	na	67.45	6cyl 2967cc	7A	241	580	225	6.5	12.2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10

**Q7:** Odd-looking and enormous seven-seat sports utility vehicle that'll put the frighteners on Mercedes and BMW.**Build: Import****TG Choice:** 4.2 TDI Quattro is big on muscle and since it's a diesel, it won't burn a hole in your pocket.**L:** 509cm, **W:** 198cm **H:** 173.7cm **Boot:** 755 litres, **Fuel Tank:** 100 litre, **Ground Clearance:** 20.5 cm **Also try:** BMW X5, Mercedes-Benz GL-Class, Porsche Cayenne, Range Rover,

45TDI q Technology	80.70	79.12*	80.70	104.95	8cyl 4134cc	8A	335	800	242	6.4	5.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
3.0TFSI Quattro	na	59.40	na	65.3*	6cyl 2995cc	8A	333	440	215	7.4	7.4	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	na/10
30TDI q Technology	71.95	70.52*	71.95	95.50	6cyl 2967cc	8A	241	550	243	9.1	9.6	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10

**RS5:** Artful lesson in understatement, the RS5 does desirable minus the flash.**Build: Import****TG Choice:** Just hand us the keys to the 444bhp V8. Thank you.**L:** 464cm, **W:** 186cm **H:** 136.6cm **Boot:** NA, **Fuel Tank:** 61 litres, **Ground Clearance:** NA **Also try:** BMW M5

RS 5	100	98.32*	100	96.90*	8cyl 4163cc	7A	444	430	250	5.07	4.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
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**R8:** The supercar to have right now. Beautiful, sophisticated, quick as the wind and comfortable to boot.**Build: Import****TG Choice:** Buy the V10, it's borrowed from the Lamborghini Gallardo and sells at half the price.**L:** 443cm, **W:** 190cm **H:** 124.4-125.2cm **Boot:** 100 litres, **Fuel Tank:** 90 litre, **Ground Clearance:** NA **Also try:** Lamborghini Gallardo, Porsche 911

V8 4.2FSI	163	163*	163	157*	8cyl 4163cc	7A	430	430	300	4.6	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10
V10 5.2FSI	191	187*	191	184*	10cyl 5204cc	7A	525	530	314	4.1	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10
5.2FSI V10 Plus	na	na	na	205	10cyl 5204cc	7A	542	540	314	3.5	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10
Spyder	210	206*	210	202*	10cyl 5204cc	7A	525	530	311	4.1	7	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10

**TT:** Still the cheapest two-seater sportscar around. Now even more thorough.**Build: Import****TG Choice:** Audi doesn't want you to have choices here.**L:** 419.8cm, **W:** 184.2cm **H:** 135.3cm **Boot:** 290 litres, **Fuel Tank:** 60 litre, **Ground Clearance:** NA **Also try:** BMW Z4, Merc SLK, Nissan 370Z

TT	54.09	53*	54.09	52.16*	4cyl 1984cc	6A	211	350	250	6.3	8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
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**BENTLEY** Dealers 1 Warranty 3 Website [www.bentleymotors.com](http://www.bentleymotors.com)

Company description: Has got a new lease of life with an injection of Volkswagen cash, but still as British as the monarchy.

India sales in 2014: na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)**TG Awards:** -**Continental:** Sumptuous, superb over distances, with more appeal to younger millionaires.**Build: Import****TG Choice:** The GT Super Sports should be just fine. It will be good to the environment as it runs on ethanol too. Tree huggers rejoice**L:** 480.0cm, **W:** 222.5cm **H:** 140.1-148.8cm **Boot:** 358 litres, **Fuel Tank:** 90 litre, **Ground Clearance:** NA **Also try:** Other Bentleys, really? That's about it

GT	na	356*	na	356*	12cyl 5998cc	8A	567	700	318	4.8	6.2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
GT Speed	na	400*	na	400*	12cyl 5998cc	8A	616	800	330	4.5	6	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10



TOPGEAR  
NEW CAR GUIDE

◀ Bentley continued

TOPGEAR NEW CAR GUIDE  ◀ Bentley continued	Price				Numbers							Features											TG RATING
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid		
	na	310*	na	310*	8cyl 3993cc	8A	500	660	na	na	na	✓	✓	✓	✓	⚙	✓	✓	✓	✓	⦿	-	
	na	340*	na	340*	12cyl 5998cc	8A	616	800	320	5.2	5.8	na	✓	✓	✓	✓	⚙	✓	✓	✓	⦿	7/10	
	na	329*	na	329*	8cyl 3993cc	8A	500	660	303	4.8	na	✓	✓	✓	✓	⚙	✓	✓	✓	✓	⦿	7/10	
	na	388*	na	388*	12cyl 5998cc	8A	567	700	314	5.1	5.8	✓	✓	✓	✓	⚙	✓	✓	✓	✓	⦿	8/10	

**Mulsanne:** Replacement for the Arnage, and every bit as opulent.

Build: Import

**TG Choice:** Depends on how you want to spec it. The rich are spoilt for choice (aren't they always?).

L: 557.5, W: 192.6cm H: 152.1cm Boot: 443 litres, Fuel Tank: 96 litre, Ground Clearance: NA Also try: Rolls Royce Ghost

Mulsanne	na	567*	na	567*	8cyl 6752cc	8A	505	1020	296	5.3	5.9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
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**BMW** Dealers 21 Warranty 3yrs Website [www.bmw.in](http://www.bmw.in)

Company description: A model of German efficiency, the firm still prides itself on making supremely engineered cars aimed at the driver.

India sales in 2014: na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)**TG Awards:** Executive car 2010: 5 series 'Then 'Joy' made an appearance and reinvented the 5. It's become more of a shrunken 7 Series and less of a stretched 3 and the CEOs sure are loving it'**1 series:** The country's only RWD hatchback. Fun to drive, but is it as good as the A-Class?

Build: Assembled

**TG Choice:** The 118d Sport Plus has a frugal yet powerful diesel engine and comes with all the thrills and frills.

L: 432.4cm W: 176.5cm H: 142.1cm Boot: na Fuel Tank: 52 litres, Ground Clearance: na Also try: Mercedes-Benz A-Class, Mini Countryman

116i	21.27	20.9*	21.27	27.97	4cyl 1995cc	8A	134	220	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
118d	23.3	22.9*	23.3	32.07	4cyl 1995cc	8A	140	320	215	8.91	13.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
118d Sport Line	26.36	25.9*	26.36	35.69	4cyl 1995cc	8A	140	320	215	8.91	13.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
118d Sport Plus	30.43	29.9*	30.43	40.54	4cyl 1995cc	8A	143	320	215	8.91	13.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

**3 series:** The 3 has always been the best sport saloon since it was born. The new 3 is still so.

Build: Assembled

**TG Choice:** The 320d Sport Line visually striking with its sporty cues and has the all purpose 2-litre diesel.

L: 482.4cm W: 181.1cm H: 142.9cm Boot: na Fuel Tank: 60 litres, Ground Clearance: na Also try: Audi A4, Mercedes-Benz C-Class

320d	28.9	33.68	28.9	42.75	4cyl 1995cc	8A	184	380	235	7.33	14.2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
320d Sport Line	31.5	36.65	31.5	47.17	4cyl 1995cc	8A	184	380	235	7.33	14.2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
320d Luxury Line	31.5	36.65	31.5	47.17	4cyl 1995cc	8A	184	380	235	7.33	14.2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
320d Luxury line Plus	36.9	42.83	36.9	45.69	4cyl 1995cc	8A	184	380	235	7.33	14.2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
328i Sport Line	37.9	43.96	37.9	51.92	4cyl 1997cc	8A	245	350	250	6.16	10.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
320d GT	42.75	42.75*	42.75	53.13	4cyl 1995cc	8A	181	380	NA	NA	NA	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
M3	121	121*	121	121*	6cyl 2979cc	7A	425	550	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10

**M4:** The M3 Coupe lives on, but with a new name: the M4. Now powered by a turbocharged six-pot motor. Build: Import**TG Choice:** Only the Coupe is available for now.

L: 467.1cm W: 187cm H: 138.3cm Boot: na Fuel Tank: 00 litres, Ground Clearance: na Also try: Jaguar F-Type

M4 Coupe	119	119*	119	119*	6cyl 2979cc	7A	425	550	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
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**5 series:** A return to form for the '5', with more palatable styling, a better ride and BMW's stock-in-trade quality.

Build: Assembled

**TG Choice:** The 530d M Sport is the most fun you will have in a 5 series, unless you throw the M5 into the mix.

L: 490.7, W: 186cm H: 146.2cm Boot: 520 litres, Fuel Tank: 70 litre, Ground Clearance: 15.8 cm Also try: Audi A6, Mercedes-Benz E-Class, Volvo S80

520d Modern	47.7	54.37	na	61.90	4cyl 1995cc	8A	181	380	226	8.3	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
520d Luxury	47.7	54.37	na	61.90	4cyl 1995cc	8A	181	380	226	8.3	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
525d Luxury Plus	52.8	60.08	na	68.17	4cyl 1995cc	8A	214	450	226	8.3	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
530d M Sport	58.9	62.37	na	73.32	6cyl 2993cc	8A	254	540	250	6.13	11.4	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10

**6 Series:** The best all-round touring convertible in India. Be prepared for frequent fuel stops on your 'grand tour'. Build: Import**TG Choice:** For now available in a 4.4 litre twin-turbo-charged variant, but we'll wait for the M6 before we announce a verdict.

L: 489cm, W: 189cm H: 139.2cm Boot: na Fuel Tank: 70 litre, Ground Clearance: 123cm Also try: Mercedes SL class

650i Convertible	95	109.3	95	95*	8cyl 4395cc	8A	407	600	250	5.39	5.6	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
650i Coupe	na	120	na	140	8cyl 4395cc	8A	407	600	250	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
640d Coupe	na	75*	na	104.4	6cyl 2993cc	8A	313	630	250	5.5	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
640d Gran Coupe	na	75*	na	104.4	6cyl 2993cc	8A	313	630	250	5.52	8.1	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

**7 Series:** Much improved. BMW's super saloon is now a half-decent match for the class-whipping S-Class.

Build: Import

**TG Choice:** The 730Ld should be fine, as it's a car to be driven in.

L: 517.9cm, W: 213.3cm H: 148.1cm Boot: 520 litres, Fuel Tank: 88 litre, Ground Clearance: NA Also try: Audi A8, Mercedes-Benz S-Class

750Li	86.8	113.3	86.8	175	8cyl 4395cc	6A	450	650	250	6	7.9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
730Ld	73.6	96.06	73.6	126	6cyl 2993cc	6A	258	560	245	6.69	9.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
760Li	129	150.7	129	244	12cyl 5972cc	6A	544	750	250	4.6	7.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

**GT 5:** According to BMW the GT 5 is for an older BMW buyer who has a family and children to ferry around.

Build: Import

**TG Choice:** A BMW for the ageing? For this price, you can get the '530d' and the K1200R bike.

L: 499cm, W: 190cm H: 150.8cm Boot: 520 litres, Fuel Tank: 70 litre, Ground Clearance: NA Also try: none

30d	64	65.10	64	82.32	6cyl 2993cc	8A	245	540	240	7.13	5.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
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TOPGEAR  
NEW CAR GUIDE

◀ BMW continued

Price				Numbers							Features											TG RATING
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid		

**X1:** Right size, right price, perfect for the urban yuppie.

Build: Assembled

**TG Choice:** The 20d Expedition will be perfect. 380Nm of torque is more than enough for city and highway driving.

L: 445cm W: 180cm H: 154.5cm Boot: 420 litres, Fuel Tank: 80 litre, Ground Clearance: 19.4cm Also try: Audi Q5

20d Expedition	NA	27.9*	NA	38.38	4cyl 1995cc	8A	184	380	205	7.89	12	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
20d Sport Line	NA	32.5*	NA	44.83	4cyl 1995cc	8A	184	380	205	7.18	12	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
20d xLine	NA	32.5*	NA	44.83	4cyl 1995cc	8A	184	380	205	7.18	12	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

**X3:** A well-sorted car tailored for the world we live in, now with squared-off corona rings. Build: Assembled**TG Choice:** The 20d Expedition, as it has ample power and is cheaper, too.

L: 465.7cm W: 188cm H: 167.8cm Boot: NA, Fuel Tank: 67 litre, Ground Clearance: 19.4cm Also try: Audi Q5, Volvo XC60, Land Rover Freelander 2

20d Expedition	44.90	44.90*	44.90	55.76	4cyl 1995cc	8A	188	400	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
20d xLine	49.90	49.90*	49.90	61.90	4cyl 1995cc	8A	188	400	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

**X5:** Fatter new seven-seat X5 places it firmly in a size category above the X3 now – thankfully, it's bigger inside too. Build: Import**TG Choice:** The 30d should work well as this car is more at home in the urban jungle's stop-and-go traffic.

L: 485.4, W: 219.7cm H: 176.2cm Boot: 620 litres, Fuel Tank: 85 litre, Ground Clearance: 21.2 cm Also try: Audi Q7, Mercedes-Benz M-Class, Porsche Cayenne, Range Rover Sport

30d 7-str	55.7	62.25	55.7	87.69	6cyl 2993cc	8A	245	540	210	8.3	10.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
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**X6:** It's an SUV! No, it's a coupe! No, it's both. BMW has stretched the boundaries for a 'niche' product. Build: Import**TG Choice:** The 50i, as the car doesn't make much sense to begin with. But it'll at least be fast while being confused.

L: 487.7cm W: 198cm H: 170.2cm Boot: na, Fuel Tank: 85 litre, Ground Clearance: 21.2 cm Also try: Audi Q7, Mercedes-Benz M-Class, Porsche Cayenne, Range Rover Sport

50i	84.1	98.49	84.1	109	8cyl 4395cc	8A	407	600	240	5.4	7.1	✓	✓	✓	✓	✓	✓	✓	✓	✓	4/10
40d	66.9	79.35	66.9	87.3	6cyl 2993cc	8A	306	600	240	6.18	8.6	✓	✓	✓	✓	✓	✓	✓	✓	✓	4/10

**Z4:** BMW's answer to Merc's SLK and Porsche's Cayman. It's fast. It's topless and it drives well.

Build: Import

**TG Choice:** No option but the 35i for now. Same engine but tuned for more power.

L: 423.9cm W: 179cm H: 129.1cm Boot: na, Fuel Tank: 90 litre, Ground Clearance: na Also try: Mercedes-Benz SLK, Porsche Boxster.

Z4 SDrive 35is	na	98.49	84.1	109	6cyl 2979cc	8A	306	400	250	6.07	5.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
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**BUGATTI** Dealers 1 Warranty 2yrs Website www.bugatti.com

Company description: VW-owned purveyor of the fastest, most extreme hypercars on the planet. Builder of the fastest car in the world.

India sales in 2014: na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)

TG Awards: -

**Veyron:** The fastest, most expensive car in the world. Enough said...

Build: Import

**TG Choice:** Grand Sports, 1001bhp, 0-100kph in 2.7 seconds 407kph top end. Veyron is the ultimate.

L: 446cm W: 199cm H: 115.9cm Boot: na, Fuel Tank: 100 litre, Ground Clearance: NA Also try: The space shuttle, hard drugs

Veyron 8.0 W16 Grand Sport	na	4500*	na	na	16cyl 7993cc	7A	1001	1250	407	2.7	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10
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**CHEVROLET** Dealers 279 Warranty 3 Website www.chevrolet.co.in

Company description: Made its mark with confident design and products like the Cruze and the Beat. Buyers are slowly showing that confidence too.

India sales in 2014: na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)

TG Awards: Saloon of the year 2009: Cruze

'That the Cruze is a better buy than its immediate competitors - Civic and Corolla - will be as obvious to you as Salman Khan's biceps'

**Beat:** Another smart new Chevy design. Tries hard to play city car and highway cruiser roles. Succeeds reasonably.**TG Choice:** The LT packs a lot of features at a reasonable price.

L: 364cm W: 159cm H: 155cm Boot: na, Fuel Tank: 45 litre, Ground Clearance: 17.5cm Also try: Hyundai i10, Maruti Suzuki Ritz

Base	4.03	4.19	4.03	4.73	4cyl 1199cc	5M	79	108	150	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	4/10
LS	4.29	4.49	4.29	5.04	4cyl 1199cc	5M	79	108	150	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	5/10
LT	4.71	4.97	4.71	5.52	4cyl 1199cc	5M	79	108	150	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	5/10
LT Opt	5.20	5.29	5.20	6.10	4cyl 1199cc	5M	79	108	150	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
Base Diesel	4.86	5.11	4.86	5.77	3cyl 936cc	5M	57	150	150	na	17	✗	✗	✗	✗	✗	✗	✗	✗	✗	5/10
LS Diesel	5.13	5.42	5.13	6.10	3cyl 936cc	5M	57	150	150	na	17	✗	✗	✗	✗	✗	✗	✗	✗	✗	6/10
LT Diesel	5.55	5.88	5.55	6.60	3cyl 936cc	5M	57	150	150	na	17	✗	✗	✓	✓	✓	✓	✓	✓	✓	6/10
LT Opt Diesel	6.04	6.07	6.04	7.17	3cyl 936cc	5M	57	150	150	na	17	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10

**Captiva:** At long last, Chevy is adding new cars to Daewoo knock-offs. This seven-seat SUV isn't a bad effort either.

Build: Import

**TG Choice:** Two lakh cheaper than the AWD variants, the 2.2 LT has no all-wheel-drive, but hey, you won't need one in a city SUV.

L: 467 cm W: 187cm H: 175.5cm Boot: 465 litres, Fuel Tank: 65 litre, Ground Clearance: 17.7cm Also try: Honda CR-V, Nissan X-Trail

2.2 LT	23.54	21.88	23.54	30.66	4cyl 2231cc	5M	183	424	178	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
2.2 AWD LTZ	25.67	25.62	25.67	33.47	4cyl 2231cc	6A	186	424	178	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10

Buyers Guide continued ▶



TOPGEAR NEW CAR GUIDE	Price				Numbers							Features											TG RATING
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid		
◀ Chevrolet continued																							

◀ Chevrolet continued

**Cruze:** This car can leave wet spot marks on the trousers of the Civic and the Corolla.

**TG Choice:** *The LTZ MT for the true enthusiast.*

**L:** 459.7 cm **W:** 178.8 cm **H:** 147.7 cm **Boot:** na **Fuel Tank:** na **Ground Clearance:** 16.5 cm **Also try:** Honda Civic, Toyota Corolla Altis

LT	14.02	16.15	14.02	16.96	4cyl 1998cc	6M	163	380	200	9.83	12	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	5/10
LTZ MT	15.54	17.88	15.54	18.79	4cyl 1998cc	6M	163	380	200	9.83	12	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
LTZ AT	16.57	18.93	16.57	19.89	4cyl 1998cc	6A	163	380	200	9.5	11.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10



**Spark:** Cute, cheap runabout, now with the oomph to keep it up in town thanks to the new 1.0L engine. Also available in LPG.

**TG Choice:** *1 as it is the cheapest of the lot and other variants do not offer any significant upgrades.*

**L:** 349.5 cm **W:** 149.5 cm **H:** 147.7 cm **Boot:** 104 litres **Fuel Tank:** 38 litre **Ground Clearance:** 17 cm **Also try:** Hyundai Santro Xing, Maruti's tall boy pair

1.0	3.50	3.51	3.50	4.12	4cyl 995cc	5M	62	90	145	16.9	13.6	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	3/10
1.0 LS	3.77	3.89	3.77	4.44	4cyl 995cc	5M	62	90	145	16.9	13.6	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	4/10
1.0 LT	4.06	4.21	4.06	4.77	4cyl 995cc	5M	62	90	145	16.9	13.6	✗	✗	✓	✗	✓	✗	✓	✗	✓	✗	4/10



**Enjoy:** The Enjoy is Chevrolet's answer to the Maruti Ertiga. Petrol pretty quick, diesel decently efficient. Reasonably priced too.

**TG Choice:** *LTZ Diesel as it offers a good mix of features along with the goodness of diesel. Mid-spec LT trim available too.*

**L:** 430.5 cm **W:** 168 cm **H:** 175 cm **Boot:** 195 litres **Fuel Tank:** 50 litre **Ground Clearance:** na **Also try:** Maruti Ertiga, Mahindra Xylo, Nissan Evalia

LS Petrol 8STR	5.84	5.49*	5.84	6.74	4cyl 1399cc	5M	103	131	na	13.9	12.1	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	6/10
LS Petrol 7STR	5.87	5.54*	5.87	6.80	4cyl 1399cc	5M	103	131	na	13.9	12.1	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	6/10
LTZ Petrol 7STR	7.23	7.12*	7.23	8.37	4cyl 1399cc	5M	103	131	na	13.9	12.1	✓	✓	✓	✗	✓	✓	✓	✓	✓	✓	6/10
LS Diesel 8STR	7.10	6.69*	7.10	8.34	4cyl 1248cc	5M	76	187	na	19.7	15	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	6/10
LS Diesel 7STR	7.13	6.76*	7.13	8.92	4cyl 1248cc	5M	76	187	na	19.7	15	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	6/10
LTZ Diesel 7STR	8.27	8.00*	8.27	9.74	4cyl 1248cc	5M	76	187	na	19.7	15	✓	✓	✓	✗	✓	✓	✓	✓	✓	✓	6/10



**Sail U-VA:** It's a no-nonsense car in a country with way better no-nonsense cars

**TG Choice:** *LT Diesel as it has a proven engine, rides well and is spacious. (Available in Base and LS variants too)*

**L:** 394.6 cm **W:** 196 cm **H:** 150.3 cm **Boot:** 248 litres **Fuel Tank:** 42 litre **Ground Clearance:** 17.4 cm **Also try:** Maruti Suzuki Ritz

LT ABS Petrol	5.68	6.11	5.68	6.61	4cyl 1198cc	5M	85	113	na	13.85	13.2	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	5/10
LT ABS Diesel	6.73	7.53	6.73	7.96	4cyl 1248cc	5M	78	205	na	na	na	✓	✗	✗	✗	✗	✗	✓	✗	✗	✗	5/10



**Sail:** Pocket-friendly pricing, neat styling and good ride. Should put Chevrolet back in to the entry-sedan game

**TG Choice:** *1.3 TCDi LT ABS as it gets all the safety features and decent amount of features.*

**L:** 424.9 cm **W:** 169 cm **H:** 150.3 cm **Boot:** 370 litres **Fuel Tank:** 42 litre **Ground Clearance:** 17.4 cm **Also try:** Maruti Suzuki DZire, Mahindra Verito, Ford Classic

1.2	5.24	4.99*	5.24	6.09	4cyl 1199cc	5M	86	113	na	na	na	✓	✗	✗	✗	✗	✗	✓	✗	✗	✗	5/10
1.2 LS ABS	6.02	5.70*	6.02	7.00	4cyl 1199cc	5M	86	113	na	na	na	✓	✗	✗	✗	✗	✗	✓	✗	✗	✗	5/10
1.2 LT ABS	6.49	6.41*	6.49	7.55	4cyl 1199cc	5M	86	113	na	na	na	✓	✓	✓	✗	✗	✓	✓	✓	✓	✗	5/10
1.3 TCDi	6.45	6.29*	6.45	7.61	4cyl 1248cc	5M	77	205	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	5/10
1.3 TCDi LS ABS	7.05	6.80*	7.05	8.32	4cyl 1248cc	5M	77	205	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	5/10
1.3 TCDi LT ABS	7.67	7.51*	7.67	9.05	4cyl 1248cc	5M	77	205	na	na	na	✓	✓	✓	✗	✗	✓	✓	✓	✓	✗	5/10



**DATSUN** Dealers 141 Warranty 2yrs Website [www.datsun.co.in](http://www.datsun.co.in)

Company description: *It's back from the dead: Nissan has revived Datsun, only this time, it's to sell inexpensive hatches and micro-MPVs*

India sales in 2014: na  
For full listings and data please visit: [www.topgear.com](http://www.topgear.com)

**TG Awards:** -

**Go:** Essentially a Micra that doesn't look like one, and cheaper too. Win-win!

**TG Choice:** *T is the one to go for, as it is the one with all the features that you'd need.*

**L:** 378.5 cm **W:** 163.5 cm **H:** 148.5 cm **Boot:** 265 litre **Fuel Tank:** Na **Ground Clearance:** Na **Also try:** Maruti Alto 800, Hyundai Eon.

D	na	3.57	na	3.81	3cy1198cc	5M	67	104	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	6/10
A	na	3.88	na	4.21	3cy1198cc	5M	67	104	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	6/10
T	na	4.13	na	4.49	3cy1198cc	5M	67	104	na	na	na	✗	✗	✗	✗	✓	✗	✓	✗	✗	✗	6/10



**Go+:** A Go that thinks it's an MPV. It does have seats for seven, yes, and it is just as barebones as the hatchback

**TG Choice:** *T is the one to go for, as it is the one with all the features that you'd need.*

**L:** 378.5 cm **W:** 163.5 cm **H:** 148.5 cm **Boot:** 265 litre **Fuel Tank:** Na **Ground Clearance:** Na **Also try:** Spending more and buying a proper MPV

D	3.79	3.79*	3.86	3.96*	3cy1198cc	5M	67	104	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	6/10
A	4.14	4.15*	4.22	4.33*	3cy1198cc	5M	67	104	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	6/10
T	4.61	4.61*	4.69	4.81*	3cy1198cc	5M	67	104	na	na	na	✗	✗	✗	✗	✓	✗	✓	✗	✗	✗	6/10



**FERRARI** Dealers 1 Warranty 3yrs Website [www.ferrari.com](http://www.ferrari.com)

Company description: *Iconic Italian marque with a huge back-catalogue of fabulous cars and motorsport successes. The envy of the automotive world.*

India sales in 2014: na  
For full listings and data please visit: [www.topgear.com](http://www.topgear.com)

**TG Awards:** -

**California T:** The California is a lovely but clearly overpriced drop-top tourer.

**Build:** Import

**TG Choice:** *The cheapest Prancing Horse that you can buy.*



**L:** 456 cm **W:** 190 cm **H:** 132 cm **Boot:** 240 litres **Fuel Tank:** 78 litre **Ground Clearance:** NA **Also try:** Audi R8, Maserati GranCabrio, Porsche 911 Turbo.





TOPGEAR  
NEW CAR GUIDE

◀ Ferrari continued

TOPGEAR NEW CAR GUIDE	Price				Numbers							Features											TG RATING	
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid			
◀ Ferrari continued																								
California 4.3 V8	na	222*	na	na	8cyl 3855cc	7A	484	505	310	3.6	na	✓	✓	✓	✓	🔊	✓	✓	✓	✓	🅈	6/10		
FF: A Ferrari grand tourer, but not as we know it. This is the first ever AWD Ferrari, and it's an estate.																							Build: Import	
TG Choice: There's only one version.																								
L: 490cm W: 195cm H: 137.9cm Boot: 450 litres Fuel Tank: 91 litre, Ground Clearance: NA Also try: Aston Martin Rapide, Bentley Continental GT.																								
FF	na	342*	na	na	12cyl 6262cc	7A	651	683	332	3.7	na	✓	✓	✓	✓	🔊	✓	✓	✓	✓	🅈	9/10		
458: The finest sports car of the past five years. Utterly mind-blowing.																							Build: Import	
TG Choice: Can't go wrong with either of the variants. We'd have ours in titanium grey.																								
L: 453cm W: 194cm H: 121cm Boot: 230 litres Fuel Tank: 86 litre, Ground Clearance: NA Also try: Aston Martin Vantage, Porsche 911 Turbo.																								
458 Italia 4.5	na	257*	na	na	8cyl 4499cc	7A	562	540	324	3.4	na	✓	✓	✓	✓	🔊	✓	✓	✓	✓	🅈	10/10		
458 Italia Spider	na	291*	na	na	8cyl 4499cc	7A	562	540	na	na	na	✓	✓	✓	✓	🔊	✓	✓	✓	✓	🅈	9/10		


**FIAT** Dealers 64 Warranty 18months Website [www.fiat-india.com](http://www.fiat-india.com)

 Company description: *Seems to make characterful and beautiful cars even in their sleep. The Punto and Linea are brilliant.*

 India sales in 2014: na  
 For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)
**TG Awards:** Most improved car 2010: Linea T-Jet  
*'Fiat's always been making great cars. But with this T-Jet, it seems to have acquired a new skill - listening to people'*
**Linea:** Big sedan loaded to the brim with features at a bargain price.

**TG Choice:** *T-Jet should have been here the first time around - still, better late than never.*
**L:** 456, **W:** 173cm **H:** 148.7-149.4cm **Boot:** 500 litre, **Fuel Tank:** 45 litre, **Ground Clearance:** 18.5cm **Also try:** Honda City, Ford Fiesta, VW Vento

Active	7.25	7.85	7.23	7.22*	4cyl 1368cc	5M	90	115	168	15.6	8	✖	✖	✔	✔	✖	✔	✔	✖	✖	✖	4/10
Dynamic	8.27	7.95	8.25	8.77*	4cyl 1368cc	5M	90	115	168	15.6	8	✖	✖	✔	✔	✖	✔	✔	✖	✖	✖	4/10
Active D	8.30	9.12	8.28	8.35*	4cyl 1248cc	5M	91	209	na	na	na	✖	✖	✔	✔	✔	✔	✔	✖	✖	✖	5/10
Dynamic D	9.35	10.25	9.23	9.50*	4cyl 1248cc	5M	91	209	na	na	na	✖	✖	✔	✔	⚙	✔	✔	✖	✔	🔊	5/10
Emotion D	9.72	10.66	9.70	9.96*	4cyl 1248cc	5M	91	209	na	na	na	✔	✔	✔	✔	⚙	✔	✔	✔	✔	🔊	5/10
T-Jet	8.82	9.65	8.92	na	4cyl 1368cc	5M	113	207	165	11.1	12.5	✔	✔	✔	✔	✔	✔	✔	✔	✔	🔊	6/10
T-Jet+	9.32	10.19	9.43	na	4cyl 1368cc	5M	113	207	165	11.1	12.5	✔	✔	✔	✔	⚙	✔	✔	✔	✔	🔊	6/10
Classic Multijet Diesel	6.95	8.00	6.95	7.16*	4cyl 1248cc	5M	76	197	na	na	na	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	4/10
Classic Plus Multijet Diesel	7.50	8.62	7.50	7.73*	4cyl 1248cc	5M	76	197	na	na	na	✖	✔	✖	✖	✖	✔	✔	✖	✔	✖	4/10
Classic Petrol	5.99	6.63	5.99	6.04*	4cyl 1368cc	5M	90	115	na	na	na	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	5/10

**Punto Evo:** Looks incredible, drives well, priced competitively. Needs better engines, though.

**TG Choice:** *The Emotion Sport diesel is still the pick of the lot, but the 1.3-litre motor lacks grunt compared to rivals.*
**L:** 398.9cm **W:** 168.7cm **H:** 152.5cm **Boot:** na **Fuel Tank:** 45 litre, **Ground Clearance:** 18.5-20.5cm **Also try:** Maruti Swift, Hyundai i20, Volkswagen Polo

Active 1.2	4.67	4.55*	4.65	4.71*	4cyl 1172cc	5M	67	96	na	na	na	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	7/10
Dynamic 1.2	5.24	5.12*	5.22	5.28*	4cyl 1172cc	5M	67	96	175	na	13	✗	✗	✓	✓	✓	✓	✗	✗	✗	✗	7/10
Emotion 1.4	6.80	6.66*	6.78	6.86*	4cyl 1368cc	5M	89	115	175	12.5	13	✗	✗	✓	✓	✓	✓	✓	✗	✗	✗	7/10
Active 1.3 D	5.40	5.27*	5.37	5.44*	4cyl 1248cc	5M	75	197	na	na	17	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	7/10
Dynamic 1.3 D	6.35	6.21*	6.33	6.40*	4cyl 1248cc	5M	75	197	na	15.7	17	✗	✗	✓	✓	✓	✓	✗	✗	✗	✗	7/10
Emotion 1.3 D	6.98	6.83*	6.96	7.04*	4cyl 1248cc	5M	75	197	na	15.7	17	✗	✗	✓	✓	✓	✓	✗	✗	✗	✗	7/10
Emotion 1.3 D Sport	7.35	7.20*	7.33	7.42*	4cyl 1248cc	5M	92	209	na	15	17	✓	✓	✓	✓	✓	✓	✓	✓	✗	✗	7/10
Emotion 90hp Sport	na	-	na	na	4cyl 1248cc	5M	90	209	170	13.65	12.6	✓	✓	✓	✓	✓	✓	✓	✓	✗	✗	7/10
Avventura 1.4 Dynamic	na	7.05*	na	7.24*	4cyl 1368cc	5M	92	115	na	na	na	✗	✗	✓	✓	✓	✓	✗	✗	✗	✗	7/10
Avventura 1.3 D Emotion	na	8.17*	na	8.41*	4cyl 1248cc	5M	89	209	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✗	✗	7/10


**FORCE** Dealers NA Warranty 2yrs Website [www.forcemotors.com](http://www.forcemotors.com)

 Company description: *After selling UV to the rural market, Force has decided to join the ranks of Tata and Mahindra with home-grown SUVs.*

 India sales in 2014: na  
 For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)
**TG Awards:** -

**One:** Mechanically sound car, refined engine and good ride. Let down by interior quality and cabin design execution.

**TG Choice:** *Safety is of utmost importance so we suggest going for the ABS.*
**L:** 486cm **W:** 178cm **H:** 188.5cm **Boot:** na **Fuel Tank:** na **Ground Clearance:** na **Also try:** Tata Safari, Mahindra Scorpio

EX	10.84	na	10.79	10.72*	4cyl 2149cc	5M	140	321	na	na	na	✓	✓	✓	✓	✗	✗	✓	✓	✓	✗	4/10
SX	12.20	14.45	12.14	11.98*	4cyl 2149cc	5M	140	321	na	na	na	✓	✓	✓	✓	✗	✗	✓	✓	✓	✗	4/10
LX 4x4	na	14	na	na	4cyl 2149cc	5M	140	321	na	na	na	✓	✓	✓	✓	✗	✗	✓	✓	✓	✗	4/10

**Gurkha:** Want a luxurious off-roader? Look away. Want a no-frills, no-holds-barred mountain goat? Step right this way.

**TG Choice:** *Soft-top 4x4 will let you fit in one more friend, apart from looking a little cooler than the hardtop.*
**L:** 399.2cm **W:** 182cm **H:** 205.5cm **Boot:** na **Fuel Tank:** 63 litre, **Ground Clearance:** 21cm **Also try:** Mahindra Thar


Hard-top 4x4	8.65	8.50*	8.61	8.50*	4cyl 2596cc	5M	81	230	na	na	na	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	6/10
Soft-top 4x4	8.49	8.35*	8.46	8.35*	4cyl 2596cc	5M	81	230	na	na	na	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	4/10
Soft-top 4x2	6.36	6.25*	6.33	6.25*	4cyl 2596cc	5M	81	230	na	na	na	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	4/10

Buyers Guide continued ▶



TOPGEAR NEW CAR GUIDE	Price				Numbers							Features										TG RATING
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	

◀ Ford continued



**FORD** Dealers 65 Warranty 2yrs Website [www.india.ford.com](http://www.india.ford.com)

**Company description:** Makes some of the best driver's cars in India. Right now in a period of transition. Good thing is their best is yet to come.

**India sales in June 2013:** na  
For full listings and data please visit: [www.topgear.com](http://www.topgear.com)

**TG Awards: Small car of the year 2010: Figo**  
'The Figo is a harbinger of things that haven't been around for quite some time.'

**Classic:** Ford's big player in India is a well-sorted, well thought-out car. Facelifting has made it expensive. Still competent.

**TG Choice:** The 1.6 is what BMW would look at if it needed a low-cost front-wheel-drive car.

**L:** 428.2cm **W:** 168.6cm **H:** 146.8cm **Boot:** 430litre **Fuel Tank:** 45 litre, **Ground Clearance:** 16.8cm **Also try:** Honda City, Hyundai Verna, Fiat Linea.

1.6 LXI Duratec	5.84	6.15	5.83	7.03	4cyl 1596cc	5M	99	146	175	11.2	12.3	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	6/10
1.6 cLXI Duratec	6.49	7.05	6.50	7.00	4cyl 1596cc	5M	99	146	175	11.2	12.3	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	6/10
1.6 Titanium Duratec	7.75	7.35	7.52	7.92	4cyl 1596cc	5M	99	146	175	11.2	12.3	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	6/10
1.4 LXI Duratorq	7.04	7.82	7.04	7.81	4cyl 1399cc	5M	67	160	155	17.1	16.1	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	6/10
1.4 Titanium Duratorq	7.48	8.29	7.48	8.37	4cyl 1399cc	5M	67	160	155	17.1	16.1	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	6/10



**Endeavour:** Big hunky old-school SUV, just revised. New interior and punchier engine lifts it up considerably.

**TG Choice:** Go for the 2.5 4x2 and save Rs 3 lakh, as this SUV will mostly be used for highway driving.

**L:** 506cm **W:** 178.8cm **H:** 178.8cm **Boot:** na **Fuel Tank:** 71 litre, **Ground Clearance:** 21cm **Also try:** Mitsubishi Pajero Sport, Toyota Fortuner

2.5L 4x2	20.01	21.29	20.01	24.82	4cyl 2499cc	5M	142	330	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	5/10
3.0L 4x2	19.50	22.89	19.41	26.63	4cyl 2953cc	5M	153	380	160	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	5/10
3.0L 4x4 AT	23.29	24.82	23.29	28.81	4cyl 2953cc	5A	153	380	165	13.86	8.3	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	5/10



**Fiesta:** The new Fiesta is a changed animal with its new Aston Martin-esque front end, but still familiar.

**TG Choice:** The 1.5 diesel Titanium equipped with all the frills is quite a package to reckon with.

**L:** 429 cm **W:** 172cm **H:** 146.8cm **Boot:** 430litre **Fuel Tank:** 43 litre, **Ground Clearance:** 15.6cm **Also try:** Hyundai Verna, Honda City.

1.5 Ambiente D	na	7.69*	7.82*	na	4cyl 1498cc	5M	89	204	na	na	13	✔	✔	✖	✖	✖	✖	✖	✖	✖	✖	5/10
1.5 Trend D	na	8.55*	8.71*	na	4cyl 1498cc	5M	89	204	na	na	13	✔	✔	✔	✔	✔	✖	✔	✖	✖	✖	5/10
1.5 Titanium D	9.46*	9.29*	9.46*	9.69*	4cyl 1498cc	5M	89	204	na	na	13	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	5/10



**Figo:** Not the best-styled hatch out there, but it worries everything from the tiny i10 to the premium Polo.

**TG Choice:** The 1.4 diesel Titanium is an honest-to-goodness car with great pricing, space and highway ability.

**L:** 379cm **W:** 168cm **H:** 142.7cm **Boot:** 284litre **Fuel Tank:** 45 litre, **Ground Clearance:** 16.8cm **Also try:** Maruti Suzuki Swift, Fiat Punto, Volkswagen Polo.

1.2 LXi	3.96	4.30	3.96	4.85	4cyl 1196cc	5M	71	102	na	na	na	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	5/10
1.2 EXi	4.35	4.70	4.35	5.41	4cyl 1196cc	5M	71	102	na	na	na	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	5/10
1.2 ZXi	4.65	5.10	4.66	5.82	4cyl 1196cc	5M	71	102	na	na	na	✖	✖	✔	✔	✔	✔	✔	✔	✔	✔	5/10
1.2 Titanium	5.16	5.60	5.16	6.26	4cyl 1196cc	5M	71	102	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	5/10
1.4 LXi D	4.96	5.45	4.96	6.12	4cyl 1399cc	5M	68	160	150	14.62	14.1	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	5/10
1.4 EXi D	5.35	6.19	5.30	6.70	4cyl 1399cc	5M	68	160	150	14.62	14.1	✖	✖	✔	✔	✔	✔	✔	✔	✔	✔	5/10
1.4 ZXi D	5.67	6.28	5.73	7.11	4cyl 1399cc	5M	68	160	150	14.62	14.1	✖	✖	✔	✔	✔	✔	✔	✔	✔	✔	5/10
1.4 Titanium D	6.17	6.69	6.17	7.56	4cyl 1399cc	5M	68	160	150	14.62	14.1	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	5/10



**EcoSport:** This compact SUV will be a game changer for the company. Looks good and drives well too.

**TG Choice:** The EcoBoost Titanium + gives you the right combination of performance and features.

**L:** 399.5cm **W:** 176.5cm **H:** 170.8cm **Boot:** 346litre **Fuel Tank:** 52 litre, **Ground Clearance:** na **Also try:** Renault Duster, Nissan Terrano

1.5 Ambiente P	5.68	5.59*	5.68	7.78	4cyl 1499cc	5M	110	140	na	na	na	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	7/10
1.5 Trend P	6.61	6.5*	6.61	8.90	4cyl 1499cc	5M	110	140	na	na	na	✖	✖	✔	✖	✔	✖	✖	✖	✖	✖	7/10
1.5 Titanium P	7.64	7.51*	7.64	10.03	4cyl 1499cc	5M	110	140	na	na	na	✖	✖	✔	✔	✔	✔	✔	✔	✔	✔	7/10
1.5 Titanium P AT	8.60	8.45*	8.60	11.14	4cyl 1499cc	6A	110	140	na	13.75	12	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	7/10
1.0 Titanium P	8.04	7.90*	8.04	10.48	3cyl 999cc	5M	123	170	na	12.6	13.7	✖	✖	✖	✔	✔	✔	✔	✔	✔	✔	7/10
1.0 Titanium + P	8.43	8.29*	8.43	11.10	3cyl 999cc	5M	123	170	na	12.6	13.7	✖	✖	✔	✔	✔	✔	✔	✔	✔	✔	7/10
1.5 Ambiente D	6.81	6.69*	6.81	9.22	4cyl 1498cc	5M	90	204	na	13.24	15.1	✖	✖	✔	✔	✔	✔	✔	✔	✔	✔	7/10
1.5 Trend D	7.74	7.61*	7.74	10.24	4cyl 1498cc	5M	90	204	na	13.24	15.1	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	7/10
1.5 Titanium D	8.77	8.62*	8.77	11.37	4cyl 1498cc	5M	90	204	na	13.24	15.1	✖	✖	✔	✔	✔	✔	✔	✔	✔	✔	7/10
1.5 Titanium + D	9.16	9.00*	9.16	11.99	4cyl 1498cc	5M	90	204	na	13.24	15.1	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	7/10





**HONDA** Dealers 80 Warranty 2yrs Website [www.hondacarindia.com](http://www.hondacarindia.com)

**Company description:** Enjoys a brand value only premium German cars can beat. City continues to dominate its segment.

**India sales in 2014:** na  
For full listings and data please visit: [www.topgear.com](http://www.topgear.com)

**TG Awards: Honda Mobilio (Family Car of the Year)**

**Amaze:** Honda's answer to Maruti's Dzire. First oil-burning Honda to hit Indian shores

**TG Choice:** The VX i-DTEC as it gets the much talked about diesel engine that's efficient and gets all the goodies too.

**L:** 399cm **W:** 168cm **H:** 150.5cm **Boot:** 400 litres **Fuel Tank:** 35 litre, **Ground Clearance:** 16.5cm **Also try:** Maruti Dzire, Chevrolet Sail, Toyota Etios

E	5.05	5.82	5.09	6.22	4cyl 1198cc	5M	87	109	na	na	na	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	7/10
S	5.74	6.56	5.79	7.04	4cyl 1198cc	5M	87	109	na	na	na	✖	✖	✔	✖	✔	✖	✔	✖	✖	✖	7/10
SX	6.09	7.12	6.14	7.46	4cyl 1198cc	5M	87	109	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	7/10
VX	6.68	7.78	6.73	8.16	4cyl 1198cc	5M	87	109	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	7/10
S AT	6.75	7.85	6.80	8.23	4cyl 1198cc	5A	87	109	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	7/10





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Price				Numbers								Features										
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING	
7.61	8.79	7.69	9.23	4cyl 1198cc	5A	87	109	na	na	na	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	7/10	
6.41	7.16	6.45	7.92	4cyl 1498cc	5M	99	200	na	12.21	16.8	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	7/10	
6.72	7.91	6.78	8.27	4cyl 1498cc	5M	99	200	na	12.21	16.8	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	7/10	
6.97	8.19	7.03	8.57	4cyl 1498cc	5M	99	200	na	12.21	16.8	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	7/10	
7.59	8.86	7.64	9.25	4cyl 1498cc	5M	99	200	na	12.21	16.8	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	7/10	

**City:** Looks like a facelift but its all-new underneath. Brings in more space, features and upmarket feel.**TG Choice:** SX gets you everything you would need and nothing you don't.**L:** 444cm **W:** 169.5cm **H:** 149.5cm **Boot:** 510L **Fuel Tank:** 40 litre, **Ground Clearance:** 165cm **Also try:** Skoda Rapid, VW Vento, Hyundai Verna, Maruti SX4

E	7.30	8.34	7.30	8.74	4cyl 1497cc	5M	117	145	na	na	na	✓	✓	✓	✗	✗	✗	✓	✗	✗	✗	7/10
S	7.96	9.04	7.96	9.47	4cyl 1497cc	5M	117	145	na	na	na	✓	✓	✓	✗	✗	✗	✓	✗	✗	✗	7/10
SV	8.52	9.63	8.51	10.15	4cyl 1497cc	5M	117	145	na	na	na	✓	✓	✓	✗	✗	✗	✓	✗	✗	✗	7/10
SV CVT	9.52	10.73	9.51	11.31	4cyl 1497cc	CVT	117	145	na	na	na	✓	✓	✓	✗	✗	✗	✓	✗	✗	✗	6/10
V	9.06	10.24	9.06	10.81	4cyl 1497cc	5M	117	145	na	na	na	✓	✓	✓	✗	✗	✗	✓	✗	✗	✗	7/10
VX	10.01	11.27	10.01	12.01	4cyl 1497cc	5M	117	145	na	na	na	✓	✓	✓	✗	✗	✗	✓	✗	✗	✗	7/10
VX CVT	11.06	12.76	11.07	13.25	4cyl 1497cc	CVT	117	145	na	na	na	✓	✓	✓	✗	✗	✗	✓	✗	✗	✗	6/10
E i-DTEC	8.76	9.82	8.77	10.32	4cyl 1498cc	6M	99	200	na	na	na	✓	✓	✓	✗	✗	✗	✓	✗	✗	✗	7/10
S i-DTEC	9.39	10.53	9.40	11.07	4cyl 1498cc	6M	99	200	na	na	na	✓	✓	✓	✗	✗	✗	✓	✗	✗	✗	7/10
SV i-DTEC	9.82	11.09	9.83	11.82	4cyl 1498cc	6M	99	200	na	na	na	✓	✓	✓	✗	✗	✗	✓	✗	✗	✗	7/10
V i-DTEC	10.33	12.08	10.34	12.49	4cyl 1498cc	6M	99	200	na	na	na	✓	✓	✓	✗	✗	✗	✓	✗	✗	✗	7/10
VX i-DTEC	11.29	13.18	11.29	13.63	4cyl 1498cc	6M	99	200	na	na	na	✓	✓	✓	✗	✗	✗	✓	✗	✗	✗	7/10

**Brio:** A complete young family hatch, comes with an aggressive price tag.**TG Choice:** The VX should work well as it comes with all the features you'd want.**L:** 361cm **W:** 168cm **H:** 150cm **Boot:** Na **Fuel Tank:** 35 litre, **Ground Clearance:** 16.5cm **Also try:** Ford Figo, Chevrolet Beat, Maruti Ritz

E	4.10	4.71	4.11	4.98	4cyl 1198cc	5M	87	109	na	na	16.5	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	7/10
EX	4.30	4.93	4.30	5.22	4cyl 1198cc	5M	87	109	na	na	16.5	✗	✗	✓	✗	✓	✗	✓	✗	✗	✗	7/10
S	4.63	5.27	4.63	5.61	4cyl 1198cc	5M	87	109	na	na	16.5	✗	✗	✓	✗	✓	✗	✓	✗	✗	✗	7/10
V	5.05	5.68	5.06	6.11	4cyl 1198cc	5M	87	109	na	na	16.5	✗	✗	✓	✗	✓	✓	✓	✓	✗	✗	7/10
VX	5.35	6.02	5.37	6.44	4cyl 1198cc	5M	87	109	na	na	16.5	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	7/10
VX AT	6.12	7.03	6.14	7.35	4cyl 1198cc	5A	87	109	na	na	16.5	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	8/10

**CR-V:** Suave, comfortable, handles well and has a great engine. It has a terrific image as well.**Build:** Assembled**TG Choice:** The 2L AT is the pick of the lot, but where the hell is that diesel?**L:** 454.4cm **W:** 182cm **H:** 168.5cm **Boot:** na **Fuel Tank:** 58 litre, **Ground Clearance:** 17cm **Also try:** Chevrolet Captiva, Nissan X-Trail

2L MT	20.92	23.37	20.89	24.76	4cyl 1997cc	6M	154	190	na	11.44	9.15	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
2L AT	21.94	24.51	21.91	25.96	4cyl 1997cc	5A	154	190	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
2.4L AT AVN	25.10	28.04	23.56	29.68	4cyl 2354cc	5A	187	226	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10

**Mobilio:** Honda's first shot at the budget MPV segment, the Mobilio sports a touch more design flair than the rest.**TG Choice:** The S Diesel is the one that has all the bases covered.**L:** 438cm **W:** 168cm **H:** 160.3cm **Boot:** Na **Fuel Tank:** 42 litre **Ground Clearance:** 18.9cm **Also try:** Maruti Ertiga, Chevrolet Enjoy

E	6.80	6.49*	6.83	7.94	4cyl 1497cc	5M	117	145	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	6/10
S	7.82	7.51*	7.85	9.14	4cyl 1497cc	5M	117	145	na	na	na	✗	✗	✗	✗	✓	✗	✓	✗	✗	✗	6/10
V	9.06	8.77*	9.06	10.61	4cyl 1497cc	5M	117	145	na	na	na	✓	✓	✗	✗	✓	✗	✓	✗	✓	✗	6/10
E Diesel	8.29	7.89*	8.25	9.77	4cyl 1498cc	5M	99	200	na	na	na	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	7/10
S Diesel	9.01	8.60*	9.00	10.62	4cyl 1498cc	5M	99	200	na	na	na	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	7/10
V Diesel	10.17	9.76*	10.18	12.11	4cyl 1498cc	5M	99	200	na	na	na	✓	✓	✗	✗	✓	✗	✓	✓	✓	✗	7/10
RS	11.39	10.86*	11.31	13.43	4cyl 1498cc	5M	99	200	na	na	na	✓	✓	✗	✗	✓	✗	✓	✓	✓	✗	7/10

**HYUNDAI** Dealers 240 Warranty 2yrs Website [www.hyundai.co.in](http://www.hyundai.co.in)

Company description: With the i10, i20 and the new Verna, their cars are actually scoring pretty high on the desirability quotient.

India sales in April 2012: 31,636  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)**TG Awards: 2013: Hyundai Grand i10****Eon:** The Eon is an interesting little number. It has what you want from an entry-level city car, even if not in the best possible way.**TG Choice:** Sportz as it has all the features that a premium hatchback should get.**L:** 349.5cm **W:** 155cm **H:** 150cm **Boot:** 215 litre, **Fuel Tank:** 32 litre, **Ground Clearance:** 17 cm **Also try:** Chevrolet Spark, Maruti Alto

D-Lite	2.92	3.10	2.94	3.50	3cyl 814cc	5M	55	75	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	5/10
D-Lite +	3.22	3.40	3.23	3.90	3cyl 814cc	5M	55	75	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	5/10
Era +	3.37	3.60	3.38	4.00	3cyl 814cc	5M	55	75	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	5/10
Magna +	3.67	3.90	3.69	4.36	3cyl 814cc	5M	55	75	na	na	na	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗	5/10
Sportz	3.96	4.15	3.98	4.70	3cyl 814cc	5M	55	75	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	✗	5/10
1.0 Magna	3.85	4.24	3.87	4.63	3cyl 998cc	5M	68	94	na	na	na	✓	✗	✗	✗	✓	✓	✓	✓	✓	✗	6/10

**Elantra:** Hyundai brings the Elantra back from the dead. Flamboyant and feature-rich. **Build:** Assembled**TG Choice:** SX Auto as it gets all the bells and whistles and the convenience of an auto 'box'.**L:** 453cm **W:** 177.5cm **H:** 147cm **Boot:** 420 litre, **Fuel Tank:** 56 litre, **Ground Clearance:** 15 cm **Also try:** Chevrolet Cruze, VW Jetta, Toyota Corolla Altis

1.8 S VTVT	12.92	14.39	12.92	15.23	4cyl 1797cc	6M	147	177	na	na	na	✓	✓	✓	✓	✗	✓	✓	✓	✗	✗	6/10
1.8 SX VTVT	14.17	15.75	14.17	16.65	4cyl 1797cc	6M	147	177	na	na	na	✓	✓	✓	✓	✗	✓	✓	✓	✓	✗	6/10



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Price				Numbers								Features											TG RATING
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid			
15.19	16.89	15.19	17.81	4cyl 1797cc	6A	147	177	na	na	na	✔	✔	✔	✔	⚙️	✔	✔	✔	✔	🚗			
13.32	15.15	13.33	16.00	4cyl 1582cc	6M	126	260	na	10.34	13.6	✔	✔	✔	✔	⚙️	❌	✔	✔	❌	🚗			
14.07	15.96	14.07	16.86	4cyl 1582cc	6M	126	260	na	10.34	13.6	✔	✔	✔	✔	⚙️	❌	✔	✔	✔	🚗			
15.30	17.44	15.30	18.29	4cyl 1582cc	6M	126	260	na	10.34	13.6	✔	✔	✔	✔	⚙️	❌	✔	✔	✔	🚗			
16.32	18.55	16.32	19.46	4cyl 1582cc	6A	126	260	190	11.37	12.2	✔	✔	✔	✔	⚙️	✔	✔	✔	✔	🚗			

**Elite i20:** The brand-new i20 is as good as most others in its class. A premium hatch in the truest sense of the term.**TG Choice:** The Asta 1.4 D makes for a good value for money offering considering it's a big diesel hatchback with lots of goodies.**L:** 398.5cm **W:** 173.4cm **H:** 150.5cm **Boot:** 295 litre **Fuel Tank:** 45 litre, **Ground Clearance:** 17cm **Also try:** VW Polo, Maruti Suzuki Swift.

Era 1.2 P	4.98	4.90*	4.98	5.12*	4cyl 1197cc	5M	82	115	na	na	na	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	7/10
Magna 1.2 P	5.51	5.42*	5.51	5.66*	4cyl 1197cc	5M	82	115	na	15.5	na	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	7/10
Sportz 1.2 P	6.04	5.94*	6.04	6.21*	4cyl 1197cc	5M	82	115	na	15.5	na	✓	✓	✓	✓	✓	✗	✓	✗	✓	✓	7/10
Sportz (O) 1.2P	6.36	6.25*	6.36	6.53*	4cyl 1396cc	5M	82	115	na	11.91	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	✓	7/10
Asta 1.2 P	6.58	6.47*	6.58	6.76*	4cyl 1396cc	5M	82	115	na	11.91	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Era 1.4 D	6.20	6.10*	6.20	6.39*	4cyl 1396cc	6M	89	220	na	11.91	na	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	7/10
Magna 1.4 D	6.73	6.62*	6.73	6.94*	4cyl 1396cc	6M	89	220	na	13.1	na	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	7/10
Sportz 1.4 D	7.26	7.14*	7.26	7.48*	4cyl 1396cc	6M	89	220	na	11.91	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Sportz (O) 1.4 D	7.58	7.45*	7.58	7.81*	4cyl 1396cc	6M	89	220	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Asta 1.4 D	7.80	7.67*	7.80	8.04*	4cyl 1396cc	6M	89	220	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

**Grand i10:** Hyundai finds and fills a gap between the i10 and the i20, and this one fits the bill perfectly.**TG Choice:** The Asta (O) has some features that no other hatchback in the country gets.**L:** 376.5cm **W:** 166cm **H:** 152cm **Boot:** 235 litre **Fuel Tank:** 43 litre, **Ground Clearance:** na **Also try:** Maruti Swift, Nissan Micra.

Era	4.41	4.33*	4.41	5.20	4cyl 1197cc	5M	82	114	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	7/10
Era D	5.36	5.27*	5.36	6.42	3cyl 1120cc	5M	71	180	na	15.94	16.3	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	7/10
Magna	4.61	4.53*	4.61	5.43	4cyl 1197cc	5M	82	114	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	7/10
Magna D	5.56	5.46*	5.56	6.65	3cyl 1120cc	5M	71	180	na	na	na	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	7/10
Sportz	5.01	4.92*	5.01	5.89	4cyl 1197cc	5M	82	114	na	na	na	✗	✗	✓	✗	✓	✓	✗	✓	✓	✓	7/10
Sportz D	5.96	5.86*	5.96	7.12	3cyl 1120cc	5M	71	180	na	na	na	✗	✗	✓	✗	✓	✓	✗	✓	✓	✓	7/10
Asta (O)	5.61	5.51*	5.61	6.59	4cyl 1197cc	5M	82	114	na	na	na	✗	✗	✓	✗	✓	✓	✗	✓	✓	✓	7/10
Asta D	6.56	6.45*	6.56	7.83	3cyl 1120cc	5M	71	180	na	na	na	✗	✗	✓	✗	✓	✓	✗	✓	✓	✓	7/10

**i10:** Another excellent compact hatch from Hyundai. Massively practical, very sophisticated for such a small car.**TG Choice:** The Magna 1.2 has the best combination of equipment and price**L:** 358.5cm **W:** 159.5cm **H:** 155cm **Boot:** 235litre **Fuel Tank:** 35 litre, **Ground Clearance:** 16.5cm **Also try:** Chevrolet Spark, Maruti Suzuki Wagon R, Datsun Go

Era	4.19	4.49	4.20	4.66	4cyl 1086cc	5M	66	99	140	15.5	14	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	6/10
Magna	4.35	4.65	4.35	5.89	4cyl 1086cc	5M	66	99	140	15.5	14	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	6/10
Sportz	5.15	5.15	5.15	5.22	4cyl 1086cc	5M	66	99	na	na	na	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	6/10

**Santa Fe:** Hyundai takes the fight to Honda CR-V's door step. Also comes with diesel engine. **Build:** Assembled**TG Choice:** Go the whole hog and get the 4x4 and it's not that expensive either**L:** 469cm **W:** 188cm **H:** 169cm **Boot:** 969litre **Fuel Tank:** 64 litre, **Ground Clearance:** 18.5cm **Also try:** Honda CR-V, Renault Koleos

2WD MT	25.51	25.08*	25.51	30.66	4cyl 2199cc	6M	194	421	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
2WD AT	26.34	25.89*	26.34	31.64	4cyl 2199cc	6A	194	436	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
4WD AT	28.37	27.89*	28.38	34.08	4cyl 2199cc	6A	194	436	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

**Santro Xing:** Comfortable, refined, user-friendly hatch, a bit dull looking. Also available: GL & GLS LPG.**TG Choice:** Go for the GLS that at least gets some features**L:** 356.5cm **W:** 152.5cm **H:** 159cm **Boot:** 218litre **Fuel Tank:** 35 litre, **Ground Clearance:** 16.5cm **Also try:** Chevrolet Spark, Hyundai i10, Maruti Suzuki Wagon R

GL Plus	3.78	4.01	3.78	4.43	4cyl 1086cc	5M	62	96	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	5/10
GLS	4.01	4.27	4.01	4.69	4cyl 1086cc	5M	62	96	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	5/10

**Verna:** Hyundai's champion mid-size warrior. Fiesta-beater? Oh, yes!**TG Choice:** The Diesel manual gives the best combination of power and economy. The Auto's nice in the city, though**L:** 437cm **W:** 170cm **H:** 145.7cm **Boot:** 465 litre **Fuel Tank:** 43 litre, **Ground Clearance:** Na **Also try:** Ford Fiesta, Honda City, VW Vento, Fiat Linea, Maruti SX4.

1.4 VTVT	7.36	7.99	7.36	8.56	4cyl 1396cc	5M	105	135	na	na	na	✗	✗	✓	✗	✓	✓	✗	✓	✗	✗	4/10
1.6 VTVT	8.30	8.85	8.30	9.72	4cyl 1591cc	5M	121	155	na	na	na	✓	✓	✓	✓	✓	✗	✓	✗	✓	✓	5/10
1.6 SX (O) VTVT	9.50	10.33	9.50	11.35	4cyl 1591cc	5M	121	155	na	11.4	na	✓	✓	✓	✓	✓	✗	✓	✗	✓	✓	5/10
1.6 SX VTVT AT	10.02	11.09	10.02	11.03	4cyl 1591cc	4A	121	155	na	11.4	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	4/10
1.4 CRDi	8.62	9.55	9.40	10.17	4cyl 1396cc	6M	89	220	na	na	na	✗	✗	✓	✗	✓	✓	✗	✓	✓	✗	5/10
1.6 CRDi	8.29	10.65	9.66	11.48	4cyl 1582cc	6M	126	260	na	11.07	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	✓	6/10
1.6 SX CRDi	10.87	11.21	10.87	12.11	4cyl 1582cc	6M	126	260	na	11.07	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
1.6 SX (O) CRDi AT	11.61	13.15	11.61	14.01	4cyl 1582cc	4A	126	260	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10

**Xcent:** Hyundai has a go at the under-four metre sedan segment with the weirdly-named Xcent.**TG Choice:** 1.2 SX (O) boasts of a smooth engine, a good gearbox, and it has all the features that you'd ever need.**L:** 399.5cm **W:** 166cm **H:** 152cm **Boot:** 470 litre **Fuel Tank:** na litre, **Ground Clearance:** na **Also try:** Maruti Dzire, Honda Amaze

1.2 Kappa Base	4.69	4.69*	4.75	5.57	4cyl 1197cc	5M	82	114	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	7/10
1.2 Kappa S	5.36	5.35*	5.42	6.34	4cyl 1197cc	5M	82	114	na	na	na	✗	✗	✓	✗	✓	✓	✓	✗	✓	✓	7/10



# TOPGEAR NEW CAR GUIDE

◀ Hyundai continued

		Price				Numbers							Features											
TOPGEAR NEW CAR GUIDE		Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp.)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING	
◀ Hyundai continued																								
1.2 Kappa SX (O)		6.54	6.47*	6.59	7.69	4cyl1197cc	5M	82	114	na	na	na	✓	✓	✓	✓	⚙	✗	✓	✓	✓	🚗	7/10	
1.2 Kappa SX (O) AT		7.27	7.22*	7.32	8.53	4cyl1197cc	4A	82	114	na	na	na	✓	✓	✓	✓	⚙	✗	✓	✓	✓	🚗	7/10	
1.1 CRDi Base		5.64	5.60*	5.70	6.75	3cyl1197cc	5M	71	180	na	na	na	✗	✗	✗	✗	⚙	✗	✓	✗	✗	🚗	7/10	
1.1 CRDi S		6.32	6.26*	6.37	7.54	3cyl1197cc	5M	71	180	na	na	na	✗	⚙	✗	✗	⚙	✗	✓	⚙	✗	🚗	7/10	
1.1 CRDi SX (O)		7.49	7.41*	7.55	8.92	3cyl1197cc	5M	71	180	na	na	na	✓	✓	✓	✓	⚙	✗	✓	✓	✓	🚗	7/10	



## ISUZU Dealers 2 Warranty na Website na

Company description: Known for their low-cost, reliable diesel engines. Full local manufacture begins in 2015.

India sales in 2014: na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)

TG Awards: -

**MU-7:** Think Fortuner, but not from Toyota. Lots of space and brute force.

Build: Assembled



**TG Choice:** They are importing it. So, there is only one option.

L: 495.5cm W: 180.0cm H: 180.5cm Boot: na Fuel Tank: 76 litre, Ground Clearance: 21cm Also try: Toyota Fortuner

MU-7 High	22.31	21.95*	22.25	27.05	4cyl 2999cc	5M	161	360	na	na	na	✓	✓	✓	✗	✓	✓	✓	✓	✓	✓	6/10
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## JAGUAR Dealers 5 Warranty na Website [www.Jaguar.in](http://www.Jaguar.in)

Company description: Turning out brilliant driver's cars. The XF is lovely, and the new engines are as good as anything out there.

India sales in 2014: na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)

TG Awards: Convertible of the year 2013: F-Type  
'The only problem with it is you can't take it to bed with you'

**XJ:** British engineering at its finest, good option for buyers looking for a big non-German luxury sedan.

Build: Assembled



**TG Choice:** The 3.0L Diesel as this car is more about luxury than sheer power.

L: 525cm W: 210cm H: 145.7cm Boot: 520 litre Fuel Tank: 82 litre, Ground Clearance: NA Also try: BMW 7-Series, Audi A8, Mercedes-Benz S-Class.

3.0L Diesel Premium	94.19	92.62*	94.15	112	6cyl 2993cc	8A	274	600	230	6.6	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
2.0L Petrol Portfolio	na	na	na	113	4cyl 1999cc	8A	237	340	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
3.0L Diesel Portfolio	na	na	na	120	6cyl 2993cc	8A	274	600	230	6.6	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	-

**XF:** This model has brought Jag to the same level as its German counterparts. It drives as good as it looks. Build: Assembled

**TG Choice:** The R 5.0 for those rare moments when you get to use all that power.

L: 496cm W: 187.7cm H: 146cm Boot: 500 litre Fuel Tank: 70 litre, Ground Clearance: NA Also try: BMW 5-Series, Audi A6, Mercedes-Benz E-Class

5.0L	51.22	67.07	51.86	102	8cyl 5000cc	8A	503	625	250	5.7	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
2.2 D	na	na	na	59.56	4cyl 2179cc	8A	188	450	250	9.31	12	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
3.0L D	64.95	54.4	65.77	69.40	6cyl 2993cc	8A	272	600	250	7.1	7.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
R 5.0	79.63	75.8*	81.30	126	8cyl 5000cc	6A	507	625	250	4.7	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
2.0 P	na	na	na	58.17	4cyl 1999cc	8A	237	340	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

**XK:** Recently face-lifted and the new engines make things better with the R version getting staggeringly fast.

Build: Import



**TG Choice:** Definitely the Convertible for that perfect pleasure drive.

L: 539cm W: 212.5cm H: 131.2-132.9cm Boot: 374 litres Fuel Tank: 96 litres, Ground Clearance: NA Also try: Mercedes SL, Porsche 911

5.0L	94.18	100.4	95.39	150	8cyl 5000cc	6A	503	625	250	4.8	5.9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
5.0L Convertible	99.9	104.6	101.2	159	8cyl 5000cc	6A	503	625	250	4.8	5.9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
XKR-S	na	na	na	205	8cyl 5000cc	6A	543	680	300	4.4	5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10

**F-Type:** The F-Type continues the legacy of the E-Type, never mind the 50 years break between the two. Build: Import

**TG Choice:** Go for the V8 only for the sound. Don't forget to tick the Sport exhaust on the feature list.

L: 447cm W: 192 cm H: 130.8-132.1cm Boot: 200 litres Fuel Tank: 72 litres, Ground Clearance: NA Also try: Mercedes SL, Porsche 911

V8 S Convertible	165	185	181	224	8cyl 5000cc	8A	488	460	250	4.19	5.35	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
R Coupe	na	na	na	233	8cyl 5000cc	8A	543	680	na	4.2	4.45	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10



## LAMBORGHINI Dealers 1 Warranty na Website [www.lamborghini.com](http://www.lamborghini.com)

Company description: Audi-owned Lambo is firing on all cylinders, with its strongest model range yet and enough attitude to keep devotees happy.

India sales in 2014: na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)

TG Awards: Supercar of the Year 2012: Aventador

**Aventador:** Stays true to its illustrious supercar heritage. Brute force meets top-notch luxury.

Build: Import



**TG Choice:** Depends on whether you care about your hairdo or not.

L: 434.5cm W: 190cm H: 113.6cm Boot: na Fuel Tank: 90 litres, Ground Clearance: NA Also try: Riding a bull, Ferrari 599 GTB


LP700-4	na	370*	na	485*	12cyl 6500cc	7A	691	690	350	2.9	4.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10
LP700-4 Roadster	na	477*	na	na	12cyl 6500cc	7A	691	690	350	3.0	4.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10

Buyers Guide continued ▶



TOPGEAR  
NEW CAR GUIDE

◀ Lamborghini continued

Price				Numbers							Features											TO RATING	
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid			
cessor to the hugely-popular Gallardo, the new baby Lambo packs an incredible punch.																						Build: Import	
4 is the only one available, and we're not complaining.																							
5cm Boot: na Fuel Tank: 90 litres, Ground Clearance: NA Also try: Audi R8, Ferrari 458 Italia																							
na	343*	na	na	10cyl 5204cc	7A	602	540	na	na	na	✓	✓	✓	✓	⚡	✓	✓	✓	✓	👁	8/10		



## LAND ROVER Dealers 4 Warranty na Website www.landrover.com

Company description: Builder of the best 4x4 by far? An old advertising slogan that's now coming true with the latest range of Landies.

India sales in 2014: na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)

TG Awards: 2013: Range Rover Sport

## Discovery 4: Thirsty but rather good-looking and fantastic all-round.

Build: Import

TG Choice: The 3.0 as there are no options available.

L: 483cm W: 200.9cm H: 183.7cm Boot: 535 litres Fuel Tank: 84 litres, Ground Clearance: 18.5cm Also try: Mercedes-Benz M-Class, Volvo XC90, BMW X5

Discovery 4 3.0	62.36	82	63.14	146.6	6cyl 2993cc	6A	245	600	180	8.99	6.7	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10
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## Evoque: If looks could kill, the Range Rover Evoque would be a serial killer.

Build: Import

TG Choice: The Dynamic as it is a proper five-door and has a decently efficient engine.

L: 435.5cm W: 212cm H: 160.5-163.5cm Boot: na Fuel Tank: na Ground Clearance: na Also try: Mercedes-Benz M-Class, Volvo XC60, BMW X5

Pure	45.19	51.1	45.75	72.94	4cyl 2179cc	6A	188	420	na	9.8	10.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Prestige	52.30	61.2	52.95	83.87	4cyl 2179cc	6A	188	420	na	9.8	10.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Dynamic	51.35	61.9	52.01	82.80	4cyl 2179cc	6A	188	420	na	9.8	10.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Dynamic Si4 (Coupe)	57.17	67.1	57.95	81.91	4cyl 1999cc	6A	238	340	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10



## Freelander 2: Your first ascent up the true blue off-roading hill.

Build: Assembled

TG Choice: The 2.2d HSE as this might be a crossover but can still handle off-road very well.

L: 450 cm W: 219.5 cm H: 174cm Boot: 755 litres Fuel Tank: 68 litres, Ground Clearance: 21cm Also try: BMW X3, Audi Q5, Volvo XC60

2.2d SE	na	na	na	52.29	4cyl 2179cc	6A	150	420	179	10.69	11.5	✓	✓	✓	✓	✓	✗	✓	✓	✓	✓	7/10
2.2d HSE	na	na	na	58.76	4cyl 2179cc	6A	190	420	181	9.76	8.9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10



## Range Rover: Still the Rolls-Royce of the SUVs. Now, in a much lighter avatar, with a much heavier price tag.

Build: Import

TG Choice: 4.4L SDV8 Autobiography, as you get loads of torque to play with and all the gizmos under the sun.

L: 499.9cm W: 207.3cm H: 183.5cm Boot: na Fuel Tank: 105 litres, Ground Clearance: na Also try: Audi Q7, Mercedes GL Class, BMW X5, Porsche Cayenne

3.0 TDV6	na	na	na	253.43	6cyl 2993cc	8A	256	600	215	7.9	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
4.4 L SDV8 Vogue	na	172*	na	302.31	8cyl 4367cc	8A	334	700	215	7.21	8.4	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
4.4 L SDV8 Autobiography	na	180*	na	312.56	8cyl 4367cc	8A	334	700	215	7.21	8.4	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
5.0L V8 Supercharged	na	190*	na	322	8cyl 4999cc	8A	503	625	230	5.4	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10



## Range Rover Sport: Rantie's smaller, sportier brother – more practical and clever, but not quite as charming.

Build: Import

TG Choice: The 5.0L Supercharged to smoke the other cars between red-light drag races.

L: 479cm W: 193cm H: 178cm Boot: na Fuel Tank: 84 litres, Ground Clearance: 22.7cm Also try: Audi Q7, Mercedes-Benz GL-Class

3.0L TDV6 HSE	75.4	81.63	76.3	184.54	6cyl 2993cc	6A	242	600	208	8.6	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
5.0L V8 Supercharged	86.7	94.41	87.8	213.33	8cyl 4999cc	6A	503	625	222	7.4	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10



## MAHINDRA Dealers 150 Warranty 1 year, unlimited km Website www.mahindra.com

Company description: Crossed the fence from crude to refined. They do look intent on making it big on the world stage over the decade.

India sales in 2014: na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)

TG Awards: Family car of the year 2009: Xylo

'The Xylo offers what most families in India want - a vehicle that's big enough to take them all, plus relatives and a couple of tonnes of luggage'

## Bolero: Dinosaur bones, but surprisingly competent. Cheap, rugged, but cramped.

TG Choice: The SLE as economy works best on a utility vehicle.

L: 410.7cm W: 174.5cm H: 188cm Boot: na Fuel Tank: 50 litres, Ground Clearance: 18cm Also try: Tata Sumo Victa

SLE	6.99	7.06	6.88	8.14	4cyl 2523cc	5M	63	195	132	27.6	11.5	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	5/10
SLX	7.50	7.58	7.38	8.73	4cyl 2523cc	5M	63	195	132	27.6	11.5	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	3/10
ZLX	7.66	7.75	6.54	8.92	4cyl 2523cc	5M	63	195	132	27.6	11.5	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	3/10



## e2o: If you're the kind who loves the Arctic icebergs and is concerned about global warming, this one is for you.

TG Choice: The T2 as it has space-age toys to play with.

L: 328cm W: 151cm H: 156cm Boot: na Fuel Tank: na, Ground Clearance: 18cm Also try: Trikke

T01	na	6.44	4.99	5.33	3-phase DC	AT	25	53	80	na	na	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	5/10
T2	na	6.75	5.55	6.30	3-phase DC	AT	25	53	80	na	na	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	5/10





# TOPGEAR NEW CAR GUIDE

◀ Mahindra continued

Price				Numbers						Features											TG RATING
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	

**Quanto:** Based on the Ingenio platform, the Quanto is the Xylo's baby-brother. Still ferries seven, albeit at a pinch.

**TG Choice:** The C8 as it gets all the goodies that you'd want in your compact SUV.

L: na W: na H: na Boot: na Fuel Tank: 55 litres, Ground Clearance: 18cm Also try: Premier Rio

C2	6.42	5.99*	6.38	7.48	3cyl 1493cc	5M	100	240	145	15.36	13.7	*	*	*	*	*	*	*	*	*	*	6/10
C4	6.95	6.53*	6.92	8.10	3cyl 1493cc	5M	100	240	145	15.36	13.7	*	*	*	*	*	*	*	*	*	*	6/10
C6	7.40	7.05*	7.37	8.62	3cyl 1493cc	5M	100	240	145	15.36	13.7	*	*	*	*	*	*	*	*	*	*	6/10
C8	7.90	7.57*	7.87	9.20	3cyl 1493cc	5M	100	240	145	15.36	13.7	*	*	*	*	*	*	*	*	*	*	6/10



**Scorpio:** Ever-improving SUV offers great value, excellent practicality for India and now-decent road manners. Top car.

**TG Choice:** The S8 as it provides good value-for-money.

L: 443cm W: 181.7cm H: 197.5cm Boot: na Fuel Tank: 60 litres, Ground Clearance: 18cm Also try: Tata Sumo Grande, Tata Safari Storme

S2	8.43	8.40*	8.30	7.97*	4cyl 2523cc	5M	75	200	na	na	na	*	*	*	*	*	*	*	*	*	*	-
S4	9.07	8.99*	8.95	8.59*	4cyl 2179cc	5M	120	280	na	na	na	*	*	*	*	*	*	*	*	*	*	7/10
S6	10.15	10.15*	10.14	9.77*	4cyl 2179cc	5M	120	280	na	na	na	*	*	*	*	*	*	*	*	*	*	7/10
S6+	10.43	10.43*	10.43	10.04*	4cyl 2179cc	5M	120	280	na	na	na	*	*	*	*	*	*	*	*	*	*	7/10
S8	11.40	11.32*	11.28	10.84*	4cyl 2179cc	5M	120	280	na	na	na	*	*	*	*	*	*	*	*	*	*	7/10
S10	12.04	11.95*	11.92	11.46*	4cyl 2179cc	5M	120	280	na	na	na	*	*	*	*	*	*	*	*	*	*	7/10



**Thar:** Old-school SUV with go-anywhere attitude.

**TG Choice:** No choices, but it now comes with an aircon, no hard-top though.

L: 392cm W: 193cm H: 193cm Boot: na Fuel Tank: 60 litres, Ground Clearance: 20cm Also try: Mahindra Tractor

Thar AC	7.40	6.97	7.37	8.70	4cyl 2498cc	5M	105	247	138	15.2	na	*	*	*	*	*	*	*	*	*	*	5/10
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**Verito:** Spacious, solid and a super ride. To top that, it comes with mouth-watering price tags.

**TG Choice:** The 1.5 D2 has a good diesel engine, which is low on maintenance and easy on the pocket.

L: 424.7cm W: 174cm H: 154cm Boot: 510 litres Fuel Tank: 50 litres, Ground Clearance: 17.2cm Also try: Maruti Suzuki Swift DZire, Tata Indigo

1.4 G2	5.36	5.34	5.31	6.44	4cyl 1390cc	5M	75	110	na	na	na	*	*	*	*	*	*	*	*	*	*	5/10
1.4 G4	5.58	5.61	5.53	6.70	4cyl 1390cc	5M	75	110	na	na	na	*	*	*	*	*	*	*	*	*	*	5/10
1.5 D2	6.44	6.33	6.39	7.77	4cyl 1461cc	5M	65	160	165	17.4	18.9	*	*	*	*	*	*	*	*	*	*	6/10
1.5 D6	7.35	7.45	7.29	8.84	4cyl 1461cc	5M	65	160	165	17.4	18.9	*	*	*	*	*	*	*	*	*	*	6/10



**Verito Vibe:** A Verito minus the boot. But don't mistake it for a hatch, it's a super-compact sedan with 330litres of boot space.

**TG Choice:** The 1.5 D2 has a good diesel engine and easy on the pocket.

L: 399cm W: 174cm H: 154cm Boot: 330 litres Fuel Tank: 50 litres, Ground Clearance: 17.2cm Also try: VW Polo, Maruti Swift

D2	5.73	5.69*	5.68	6.88	4cyl 1461cc	5M	64	160	na	na	na	*	*	*	*	*	*	*	*	*	*	5/10
D4	6.00	5.95*	5.94	7.19	4cyl 1461cc	5M	64	160	na	na	na	*	*	*	*	*	*	*	*	*	*	5/10
D6	6.60	6.55*	6.54	7.95	4cyl 1461cc	5M	64	160	na	16.57	14	*	*	*	*	*	*	*	*	*	*	5/10



**XUV 500:** Its heart is in the right place, but the dynamic chinks need ironing out.

**TG Choice:** W8 AWD as it comes with feature list that runs in to multiple pages and it manages to do that at a mind-blowing price tag.

L: 450cm W: 185cm H: 178.5cm Boot: na Fuel Tank: 55 litres, Ground Clearance: 18.6cm Also try: Tata Aria, Tata Safari Storme

W4	10.92	10.95*	10.92	13.14	4cyl 2179cc	6M	140	330	190	12.3	11	*	*	*	*	*	*	*	*	*	*	7/10
W6	12.08	13.10	12.08	14.52	4cyl 2179cc	6M	140	330	190	12.3	11	*	*	*	*	*	*	*	*	*	*	7/10
W8	13.68	14.66	13.69	16.44	4cyl 2179cc	6M	140	330	190	12.3	11	*	*	*	*	*	*	*	*	*	*	7/10
W8 AWD	14.79	15.65	14.79	17.75	4cyl 2179cc	6M	140	330	180	13.1	10.8	*	*	*	*	*	*	*	*	*	*	7/10



**Xylo:** Innova-slayer with the sedan market in sight. Big, spacious and value-for-money

**TG Choice:** D2 as it will be more of a people mover than your personal set of wheels.

L: 450cm W: 185cm H: na Boot: na Fuel Tank: 55 litres, Ground Clearance: 18.6cm Also try: Toyota Innova, Tata Sumo Victa

D2	7.81	8.43	7.77	9.20	4cyl 2489cc	5M	95	220	155	na	na	*	*	*	*	*	*	*	*	*	*	6/10
D4	8.24	9.11	8.19	9.69	4cyl 2489cc	5M	95	220	155	na	na	*	*	*	*	*	*	*	*	*	*	6/10
H4	8.38	9.74	8.43	9.97	4cyl 2498cc	5M	122	280	155	15.2	na	*	*	*	*	*	*	*	*	*	*	6/10
H8	9.49	10.21	9.56	11.27	4cyl 2498cc	5M	122	280	155	15.2	na	*	*	*	*	*	*	*	*	*	*	6/10
H9	10.86	12.06	10.82	12.78	4cyl 2179cc	5M	122	280	165	13.0	na	*	*	*	*	*	*	*	*	*	*	6/10



**MARUTI SUZUKI**

Dealers 1127 Warranty 2 Website [www.marutisuzuki.com](http://www.marutisuzuki.com)

Company description: A brand most Indians trust more than they do their spouses. And for good reason. Cars are good. Service and support, brilliant.

India sales in July 2012: 82,234  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)

**TG Awards:** Urban car of the year 2009: Ritz

'Maruti's newest hatch is everything that its luxurious namesake in the hospitality industry is not. Ideal candidate then...'

**Alto 800:** Maruti's idea of cheap transportation. Gets the tried-and-tested engine and Alto's platform

**TG Choice:** The LXi as power steering and air-con is a must in the city.

L: 339.5cm W: 147.5cm H: 147.5cm Boot: 117 litre Fuel Tank: 35 litres, Ground Clearance: 16cm Also try: Tata Nano, Chevrolet Spark, Hyundai Eon

Std	2.53	2.44*	2.56	3.29	3cyl 796cc	5M	47	69	na	18	16	*	*	*	*	*	*	*	*	*	*	5/10
LX	2.88	3.06	2.92	3.74	3cyl 796cc	5M	47	69	na	18	16	*	*	*	*	*	*	*	*	*	*	5/10
LXi	3.10	3.30	3.14	4.01	3cyl 796cc	5M	47	69	na	18	16	*	*	*	*	*	*	*	*	*	*	5/10



Buyers Guide continued ▶



TOPGEAR  
NEW CAR GUIDE

◀ Maruti Suzuki continued

Price				Numbers							Features										
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp.)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING

**Alto K10:** New engine and transmission mean you can say "Alto" and "performance" in the same sentence.**TG Choice:** The VXi gives good bang for your buck.

L: 354.5cm W: 151.5cm H: 147.5cm Boot: na Fuel Tank: 35 litres, Ground Clearance: 16cm Also try: Hyundai Eon



LXi	3.35	3.21*	3.39	3.45*	3cyl 998cc	5M	67	90	na	na	na	*	*	*	*	*	*	*	*	*	*	*	7/10
VXi	3.51	3.37*	3.55	3.61*	3cyl 998cc	5M	67	90	na	na	na	*	*	*	*	*	*	*	*	*	*	*	7/10
VXi AMT	3.95	3.80*	3.99	4.06*	3cyl 998cc	5M	67	90	na	na	na	*	*	*	*	*	*	*	*	*	*	*	7/10

**Ciaz:** Maruti's answer to the City and the Vernas of the world. Available in petrol and diesel, manual and automatic guises.**TG Choice:** The VDi + is a very well-equipped variant, at a very reasonable price.

L: 449cm W: 173cm H: 148.5cm Boot: 510 litre Fuel Tank: 43 litres, Ground Clearance: 17cm Also try: Hyundai Verna, Honda City, Volkswagen Vento



VXi	7.39	6.99*	7.35	7.46*	4cyl 1373cc	5M	91	130	na	na	na	*	*	*	*	*	*	*	*	*	*	*	7/10
ZXi (O)	9.01	8.59*	8.98	9.01*	4cyl 1373cc	5M	91	130	na	na	na	*	*	*	*	*	*	*	*	*	*	*	7/10
ZXi AT	9.78	9.34*	9.75	9.89*	4cyl 1373cc	4A	91	130	na	na	na	*	*	*	*	*	*	*	*	*	*	*	7/10
VDi	8.46	8.04*	8.42	8.56*	4cyl 1248cc	5M	89	200	na	na	na	*	*	*	*	*	*	*	*	*	*	*	7/10
VDi +	9.06	8.63*	9.02	9.17*	4cyl 1248cc	5M	89	200	na	na	na	*	*	*	*	*	*	*	*	*	*	*	7/10
ZDi (O)	10.25	9.80*	10.21	10.37*	4cyl 1248cc	5M	89	200	na	na	na	*	*	*	*	*	*	*	*	*	*	*	7/10

**Celerio:** Another no-frills commuter from Maruti. But there's a pleasant surprise this time – an automated manual gearbox.**TG Choice:** The VXi AMT will, in most cases, be your first time with an auto. And you won't regret it.

L: 360cm W: 160cm H: 156cm Boot: 235 litre Fuel Tank: 35 litres, Ground Clearance: 16.5cm Also try: Hyundai Eon, Maruti Alto 800, Datsun Go



LXi	3.87	3.76*	3.89	4.56	3cyl 998cc	5M	67	90	na	na	na	*	*	*	*	*	*	*	*	*	*	*	7/10
LXi AMT	4.26	4.14*	4.27	5.01	3cyl 998cc	5A	67	90	na	na	na	*	*	*	*	*	*	*	*	*	*	*	7/10
VXi	4.12	4.05*	4.18	4.90	3cyl 998cc	5M	67	90	na	na	na	*	*	*	*	*	*	*	*	*	*	*	7/10
VXi AMT	4.51	4.43*	4.56	5.34	3cyl 998cc	5A	67	90	na	na	na	*	*	*	*	*	*	*	*	*	*	*	7/10
ZXi	4.42	4.34*	4.47	5.24	3cyl 998cc	5M	67	90	na	na	na	*	*	*	*	*	*	*	*	*	*	*	7/10
ZXi (O)	4.87	4.78*	4.92	5.76	3cyl 998cc	5A	67	90	na	na	na	*	*	*	*	*	*	*	*	*	*	*	7/10

**Eeco:** Don't let the marketing gimmick fool you. The Eeco is a stripped-down Versa at a rock-bottom price.**TG Choice:** 5STR AC, you deserve to be treated like royalty.

L: 367.5 cm W: 174 cm H: 180cm Boot: 147.5 litres Fuel Tank: 40 litres, Ground Clearance: 16cm Also try: Watching the IPL instead on a dull evening



5 STR AC	3.59	3.69	3.57	4.18	4cyl 1196cc	5M	73	101	na	na	na	*	*	*	*	*	*	*	*	*	*	*	3/10
7 STR	3.47	3.56	3.44	4.04	4cyl 1196cc	5M	73	101	na	na	na	*	*	*	*	*	*	*	*	*	*	*	3/10

**Ertiga:** Maruti jumps on the people-mover bandwagon with the Ertiga. Drives like a car, seats seven and it's compact.**TG Choice:** The ZXi, as it's actually fun to drive, perfect for those spirited white-van drivers.

L: 426.5 cm W: 169.5 cm H: 168.5cm Boot: na Fuel Tank: 45 litres, Ground Clearance: 18.5cm Also try: Mahindra Xylo, Toyota Innova



LXi	6.24	6.55	6.21	7.21	4cyl 1373cc	5M	94	130	na	na	na	*	*	*	*	*	*	*	*	*	*	*	7/10
VXi	6.93	7.50	6.91	8.14	4cyl 1373cc	5M	94	130	na	na	na	*	*	*	*	*	*	*	*	*	*	*	7/10
ZXi	7.73	8.14	7.70	8.71	4cyl 1373cc	5M	94	130	na	na	na	*	*	*	*	*	*	*	*	*	*	*	7/10
LDi	7.65	8.39	7.62	9.07	4cyl 1248cc	5M	88	200	165	12.7	13.5	*	*	*	*	*	*	*	*	*	*	*	7/10
VDi	8.29	9.12	8.26	9.85	4cyl 1248cc	5M	88	200	165	12.7	13.5	*	*	*	*	*	*	*	*	*	*	*	7/10
ZDi	8.94	9.55	8.91	10.60	4cyl 1248cc	5M	88	200	165	12.7	13.5	*	*	*	*	*	*	*	*	*	*	*	7/10

**Ritz:** If there's ever a fill-it-shut-it-forget-it car, this is it.**TG Choice:** The VDi. As there is no ZDi variant for the Ritz.

L: 371.5cm W: 168cm H: 162cm Boot: 178 litre Fuel Tank: 43 litres, Ground Clearance: 17cm Also try: Ford Figo, Chevrolet Beat



LXi	4.41	4.75	4.42	5.55	4cyl 1198cc	5M	85	113	na	13.8	na	*	*	*	*	*	*	*	*	*	*	*	5/10
VXi	4.71	5.15	4.74	5.59	4cyl 1198cc	5M	85	113	na	13.8	na	*	*	*	*	*	*	*	*	*	*	*	5/10
ZXi	5.32	5.79	5.36	6.73	4cyl 1198cc	5M	85	113	na	13.8	na	*	*	*	*	*	*	*	*	*	*	*	5/10
LDi	5.45	5.96	5.45	6.95	4cyl 1248cc	5M	74	190	na	14.6	16	*	*	*	*	*	*	*	*	*	*	*	5/10
VDi	5.78	6.30	5.63	8.15	4cyl 1248cc	5M	74	190	na	14.6	16	*	*	*	*	*	*	*	*	*	*	*	5/10

**Swift:** The most popular Maruti ever. Looks fab, drives well, has two great engines and lots of equipment.**TG Choice:** ZXi as it offers all the safety features not found in the diesel variant.

L: 385cm W: 169.5cm H: 153cm Boot: 204 litre Fuel Tank: 42 litres, Ground Clearance: 17cm Also try: Chevrolet Sail U-VA, Hyundai i20



LXi	4.56	4.97	4.57	5.77	4cyl 1197cc	5M	86	114	160	na	na	*	*	*	*	*	*	*	*	*	*	*	6/10
VXi	4.99	5.48	5.01	6.30	4cyl 1197cc	5M	86	114	160	na	na	*	*	*	*	*	*	*	*	*	*	*	6/10
ZXi	5.82	6.32	5.84	7.34	4cyl 1197cc	5M	86	114	160	na	na	*	*	*	*	*	*	*	*	*	*	*	6/10
LDi	5.65	6.20	5.60	7.22	4cyl 1248cc	5M	74	190	160	na	na	*	*	*	*	*	*	*	*	*	*	*	5/10
VDi	6.12	6.90	6.10	7.82	4cyl 1248cc	5M	74	190	160	na	na	*	*	*	*	*	*	*	*	*	*	*	5/10
ZDi	6.89	7.76	6.91	8.80	4cyl 1248cc	5M	74	190	160	na	na	*	*	*	*	*	*	*	*	*	*	*	5/10

**Swift DZire:** Recently refreshed, looks better but reduces some of its boot space.**TG Choice:** ZDi as it has a frugal yet powerful powerplant and comes with a set of safety features.

L: 399.5cm W: 169.5cm H: 155.5cm Boot: 316 litre Fuel Tank: 42 litres, Ground Clearance: 17cm Also try: Mahindra Verito, Tata Indigo, Nissan Sunny



LXi	4.89	5.44	4.93	5.86	4cyl 1197cc	5M	86	114	160	na	na	*	*	*	*	*	*	*	*	*	*	*	5/10
VXi	5.45	5.99	5.51	6.48	4cyl 1197cc	5M	86	114	160	na	na	*	*	*	*	*	*	*	*	*	*	*	5/10
AT	6.38	7.55	6.44	7.82	4cyl 1197cc	4A	86	114	155	14.8	10.5	*	*	*	*	*	*	*	*	*	*	*	4/10
ZXi	6.35	7.15	6.38	7.48	4cyl 1197cc	5M	86	114	160	na	na	*	*	*	*	*	*	*	*	*	*	*	5/10
LDi	6.01	6.90	6.05	7.26	4cyl 1248cc	5M	74	190	160	na	na	*	*	*	*	*	*	*	*	*	*	*	6/10



TOPGEAR  
NEW CAR GUIDE

◀ Maruti Suzuki continued

Price				Numbers								Features										
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING	
6.57	7.50	6.63	7.89	4cyl 1248cc	5M	74	190	160	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✔	✖	6/10	
7.39	8.44	7.43	8.81	4cyl 1248cc	5M	74	190	160	na	na	✖	✔	✔	✔	✔	✖	✔	✔	✔	✖	6/10	

**Wagon R:** More spacious than its predecessor and much nicer to look at. Definitely for the family man... or woman**TG Choice:** The VXI offers features available in more expensive cars at a reasonable price.**L:** 359.5cm **W:** 147.5cm **H:** 167cm **Boot:** na **Fuel Tank:** 35 litres, **Ground Clearance:** 16.5cm **Also try:** Chevrolet Spark, Hyundai Santro Xing

LX	3.70	3.92	3.71	4.26	3cyl 998cc	5M	67	90	155	15.4	na	+	+	+	+	+	+	+	+	+	+	5/10
Lxi	3.96	4.23	3.97	4.66	3cyl 998cc	5M	67	90	155	15.4	na	+	+	+	+	+	+	+	+	+	+	5/10
Vxi	4.16	4.52	4.21	4.95	3cyl 998cc	5M	67	90	155	15.4	na	+	+	+	+	+	+	+	+	+	+	5/10
Stingray LXi	4.17	4.13*	4.19	4.91	3cyl 998cc	5M	67	90	155	15.4	na	+	+	+	+	+	+	+	+	+	+	5/10
Stingray Vxi	4.41	4.41*	4.45	5.23	3cyl 998cc	5M	67	90	155	15.4	na	+	+	+	+	+	+	+	+	+	+	5/10
Stingray Vxi (O)	4.69	4.70*	4.74	5.56	3cyl 998cc	5M	67	90	155	15.4	na	+	+	+	+	+	+	+	+	+	+	5/10

**MERCEDES-BENZ** Dealers 64 Warranty na Website www.mercedes-benz.co.in

Company description: Still the definitive symbol of luxury and status in India. Good credibility too. But BMW, Audi are slowly eating into the sheen.

India sales in 2014: na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)**TG Awards:** SUV of the year 2010: GL-Class  
'In the SUV category, size matters, and the GL deals that out in spades'**A-Class:** Merc's newest offering is dressed to kill. Now the stepping stone to Benz ownership. **Build: Import****TG Choice:** The A 180 Sport, as it's got enough go to match the show.**L:** 429.2cm **W:** 178cm **H:** 143.3cm **Boot:** 341litres **Fuel Tank:** 50 litres, **Ground Clearance:** na **Also try:** Fiat 500, Mini Cooper

A 180 Sport	26.16	NA	26.92	34.47	4cyl 1595cc	7A	121	200	na	9.85	12.8	+	+	+	+	+	+	+	+	+	+	8/10
A 180 Style	25.20	NA	25.96	33.27	4cyl 2143cc	7A	107	250	na	9.9	14	+	+	+	+	+	+	+	+	+	+	7/10

**B-Class:** Merc's B-Class is ultimately a large luxury hatchback. Now a more practical alternative to the A-Class. **Build: Import****TG Choice:** The B 180 Sport, as it has the same equipment as the B 180 but comes with Sport pack enhancements.**L:** 435.9cm **W:** 178.6cm **H:** 155.7cm **Boot:** 486litres **Fuel Tank:** 50 litres, **Ground Clearance:** 18cm **Also try:** Audi Q3, BMW X1

B180	NA	NA	NA	26.77	4cyl 1595cc	7A	122	200	200	10.59	12.2	+	+	+	+	+	+	+	+	+	+	6/10
B 180 CDI Style	27.31	NA	27.31	30.02	4cyl 2143cc	7A	108	250	200	10.65	16.3	+	+	+	+	+	+	+	+	+	+	6/10
B 180 Sport	28.38	NA	28.38	31.69	4cyl 1595cc	7A	122	200	200	10.5	10.3	+	+	+	+	+	+	+	+	+	+	6/10

**C-Class:** Excellent new C-Class returns to traditional Merc values and quality. As soothing as a champagne jacuzzi. **Build: Assembled****TG Choice:** The C 200 Avantgarde is the only variant available for now.**L:** 468.6cm **W:** 181cm **H:** 144.2cm **Boot:** 480litres **Fuel Tank:** NA, **Ground Clearance:** NA **Also try:** Audi A4, BMW 3-Series

C 200 Avantgarde	na	40.90*	na	na	4cyl 1991cc	7A	181	300	na	na	na	+	+	+	+	+	+	+	+	+	+	7/10
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**CLA-Class:** Looks smashing. AMG-fettled version powered by the most powerful four-pot in production. Also, looks smashing. **Build: Import****TG Choice:** If you want something sensible, the 200 CDI Sport. Don't give a flying firetruck? The 45 AMG is for you.**L:** 469cm **W:** 177cm **H:** 141.6cm **Boot:** 470litres **Fuel Tank:** 56 litres **Ground Clearance:** na **Also try:** Audi A3

200 Sport	na	31.50*	na	na	4cyl 1991cc	7A	181	300	na	na	na	+	+	+	+	+	+	+	+	+	+	8/10
200 CDI Sport	na	35.90*	na	na	4cyl 2143cc	7A	134	300	na	na	na	+	+	+	+	+	+	+	+	+	+	8/10
200 CDI Style	na	35*	na	na	4cyl 2143cc	7A	134	300	na	na	na	+	+	+	+	+	+	+	+	+	+	8/10
CLA45 AMG	na	68.50*	na	na	4cyl 1991cc	7A	355	450	na	na	na	+	+	+	+	+	+	+	+	+	+	8/10

**CLS:** Superb alternative to a luxury sedan. Goes well, turns heads too. **Build: Import****TG Choice:** CLS350 is the only option available.**L:** 494cm **W:** 188cm **H:** 141.6cm **Boot:** 520litres **Fuel Tank:** 80litres **Ground Clearance:** 12cm **Also try:** Audi A7, BMW GT 5

CLS 350	na	89.9*	na	na	6cyl 3498cc	7A	306	370	250	6.32	6.5	+	+	+	+	+	+	+	+	+	+	8/10
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**E-Class:** Fresh new styling with a touch of character, great engine and new features make it an irresistible offer **Build: Assembled****TG Choice:** Definitely the E250 CDI makes enough power and easy on the wallet too.**L:** 486.8cm **W:** 185cm **H:** 147.4cm **Boot:** 540litres **Fuel Tank:** 80 litres, **Ground Clearance:** NA **Also try:** Audi A6, BMW 5-Series, Volvo S80

E 200	46.33	41.5*	46.33	49.56	4 cyl 1991cc	7A	181	300	na	9.2	9	+	+	+	+	+	+	+	+	+	+	7/10
E 250 CDI	48.51	44.5*	48.51	57.08	4cyl 2143cc	7A	202	500	na	8.31	11.6	+	+	+	+	+	+	+	+	+	+	7/10
E63 AMG	na	129*	na	na	8cyl 5461cc	7A	550	720	na	8.31	11.6	+	+	+	+	+	+	+	+	+	+	7/10
E 350 CDI	na	na	na	71	6cyl 2987cc	7A	258	619	na	na	na	+	+	+	+	+	+	+	+	+	+	8/10

**GL-Class:** All the creature comforts you need, and a boot that can easily swallow your camping equipment. **Build: Import****TG Choice:** There's just one variant in petrol and diesel each. Pick as per your wallet's contents.**L:** 509.9cm **W:** 192cm **H:** 185cm **Boot:** 520 litres **Fuel Tank:** 100litre, **Ground Clearance:** na **Also try:** Audi Q7, 1BHK apartment.

GL 350 CDI	75.26	77.5*	75.26	na	6 cyl 2987cc	7A	258	619	na	7.9	13.4	+	+	+	+	+	+	+	+	+	+	7/10
GL63 AMG	na	na	na	166*	8cyl 5461cc	7A	550	760	250	na	na	+	+	+	+	+	+	+	+	+	+	7/10

Buyers Guide continued ▶



# TOPGEAR NEW CAR GUIDE

Mercedes-Benz continued

Price				Numbers							Features										TG RATING
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	

**GLA-Class:** A bigger A-Class. Offers a good ride, enough features and also, it's fun to drive

Build: Assembled

**TG Choice:** The 200 Sport as it is a sweeter drive.

L: 441.7cm W: 180.4cm H: 149.4cm Boot: na Fuel Tank: 50litre Ground Clearance: 183mm Also try: Audi Q3, BMW X1.

200 Sport	na	36*	na	na	4cyl 1991cc	7A	181	300	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
200 CDI Style	na	32.75*	na	na	4cyl 2143cc	7A	134	300	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
200 CDI Sport	na	36.9*	na	na	4cyl 2143cc	7A	134	300	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
GLA 45 AMG	na	na	na	69.6*	4cyl 1991cc	7A	355	450	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10



**M-Class:** Second-gen M is vastly better, great quality, good on-road.

Build: Import

**TG Choice:** The 250 CDI for locally assembled and a more value for money proposition.

L: 480.4cm W: 192.6cm H: 179.6cm Boot: 690 litres Fuel Tank: 70 litres Ground Clearance: NA Also try: Audi Q7, BMW X5, Volvo XC90

ML 350 CDI	66.97	56.9*	66.97	73.45	6cyl 2987cc	7A	254	620	225	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
ML 250 CDI	55.77	46.50*	55.77	59.28	4cyl 2143cc	7A	204	500	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
ML63 AMG	na	149*	na	na	8cyl 5461cc	7A	550	760	250	na	5.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10



**S-Class:** Not just the best car in the world. It redefines what a car will be expected to do in the future.

Build: Assembled

**TG Choice:** The S500 L, as it allows you a broader scope for customisation.

L: 524.6cm W: 189.9cm H: 149.4cm Boot: 530 litres Fuel Tank: 80 litres Ground Clearance: NA Also try: Audi A8, BMW 7-Series, Jaguar XJ

S350 CDI	160	107*	160	107*	6cyl 2987 cc	7A	255	620	250	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10
S 500 L	160	127*	160	127*	8cyl 4663 cc	7A	453	700	250	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10



**SLK:** The new SLK is now a proper baby SL. We like!

Build: Import

**TG Choice:** Still waiting for the SLK 200 CDI which makes 400Nm of torque.

L: 413.4cm W: 200cm H: 130.1cm Boot: 335 litre Fuel Tank: 60 litres Ground Clearance: NA Also try: BMW 6-Series

SLK 350	87.53	71.43	87.53	108.1	6cyl 3498cc	7A	306	370	250	6.6	7.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
SLK55 AMG	na	126*	na	na	8cyl 5461cc	7A	420	540	250	5.6	5	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10



**G-Wagon:** The G-Wagon is still going strong. The AMG V8 gives it hot-rod performance.

Build: Import

**TG Choice:** The G63 AMG

L: 410cm W: 201cm H: 193.8cm Boot: 300 litres Fuel Tank: 70 litres Ground Clearance: NA Also try: Army tank.

G63 AMG	NA	NA	NA	218.4	8cyl 5461cc	7A	536	760	210	5.4	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
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**MINI** Dealers 2 Warranty na Website [www.mini.in](http://www.mini.in)

Company description: Mini has managed what other carmakers struggle to do -- make a small, fun car, and charge a premium

India sales in 2014: na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)

**TG Awards:** Car of the Year 2012: Mini Cooper S

**Mini:** The basics are wrong: transverse engine, FWD, but tell that to yourself when you are smiling end to end

Build: Import

**TG Choice:** The Cooper D 3-door is the one to go for if you want to have real fun.

L: 398.2cm W: 193.8cm H: 142.5cm Boot: 278 litres Fuel Tank: 44 litres Ground Clearance: NA Also try: Fiat 500 Abarth

Cooper D 3-door	31.85	31.85*	31.85	31.85*	3cyl 1496cc	6A	114	270	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
Cooper D 5-door	35.20	35.20*	35.20	35.20*	3cyl 1496cc	6A	114	270	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	-



**Countryman:** When four-door practicality meets the Mini badge, what you have is the Countryman

Build: Assembled

**TG Choice:** The Cooper D is perfect and the Mini-est of the Countrymans.

L: 410cm W: 178cm H: 156.1cm Boot: 350 litres Fuel Tank: 47 litres Ground Clearance: NA Also try: Mercedes B-Class

Countryman S	NA	NA	NA	31.99*	4cyl 1598cc	6A	184	260	210	8.2	8	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
ONE	23.50	23.50*	23.50	32.66	4cyl 1598cc	6A	90	153	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Cooper D	25.60	25.60*	25.60	35.68	4cyl 1598cc	6A	112	270	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10
Cooper D High	28.90	28.90*	28.90	28.90*	4cyl 1598cc	6A	112	270	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10



**MITSUBISHI** Dealers 42 Warranty na Website [www.mitsubishi-motors.co.in](http://www.mitsubishi-motors.co.in)

Company description: Japanese industrial giant that now sells a single SUV in our market - the Pajero Sport.

India sales in 2014: na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)

**TG Awards:** SUV of the year 2012: Pajero Sport

**Pajero Sport:** This is for those forever looking for shortcuts through the bushes. Fantastic off-road, adequate on it.

**TG Choice:** The 4x4 MT comes with all the goodies that you'll ever want.

L: 469.5cm W: 181.5cm H: 184cm Boot: NA Fuel Tank: 70 litres Ground Clearance: 21.5cm Also try: Toyota Fortuner, Nissan X-Trail, Renault Koleos

4x4 MT	23.07	23.80*	23.41	28.27	4cyl 2477cc	5M	178	400	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
4x2 AT	na	23.55*	na	na	4cyl 2477cc	5A	176	350	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	na





# TOPGEAR NEW CAR GUIDE

Buyer Guide continued

Price				Numbers						Features											TG RATING
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	



**NISSAN** Dealers 65 Warranty 2 years/ 50,000km Website [www.nissan.in](http://www.nissan.in)

Company description: A big Japanese car maker with a factory in England. Its portfolio becomes more respectable as each new model appears.

India sales in July 2012: 3,481  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)

**TG Awards: Interior of the year 2009: Teana**  
'Step inside the Teana and you'll be reminded of plush lobbies and expensive suites'

**Evalia:** A spacious MPV with decent on-road dynamics. But its looks are a challenge, and there's already the Ertiga.

**TG Choice:** *XV as it comes fully loaded. ABS, airbags and alloys come standard. No climate control though.*

L:440cm W: 170cm H: 186cm Boot: Na Fuel Tank: 55 litres, Ground Clearance: 18cm Also try: Toyota Innova, Mahindra Xylo, Maruti Ertiga

XE	8.50	8.49*	8.64	10.78	4cyl 1461cc	5M	85	200	160	15.5	11.9	✖	✔	✖	✖	✖	✖	✔	✖	✖	✖	5/10
XE+	8.93	8.92*	9.08	11.31	4cyl 1461cc	5M	85	200	160	15.5	11.9	✔	✔	✖	✖	✔	✖	✔	✖	✖	✖	5/10
XL	9.73	9.49*	9.90	12.10	4cyl 1461cc	5M	85	200	160	15.5	12.20	✔	✔	✔	✖	✔	✖	✔	✖	✔	✖	5/10
XV	10.38	9.99*	10.56	12.72	4cyl 1461cc	5M	85	200	160	15.5	12.81	✔	✔	✔	✖	✔	✖	✔	✔	✔	🌀	5/10



**Micra:** Nissan's budget small car armed with features you won't see even in cars twice its price. Peppy and fun to drive too.

**TG Choice:** *The XL is perfect, avoid the temptation of buying the diesel*

L:378cm W: 166cm H: 153cm Boot: 251 litres Fuel Tank: 41 litres, Ground Clearance: 15cm Also try: Maruti Swift, Maruti Ritz, Chevrolet Beat

XE	4.29	4.70	4.37	5.03	3cyl 1198cc	5M	74	104	na	na	13.3	✓	✗	✗	✗	✗	✗	✗	✗	✗	5/10
XE Diesel	5.44	5.57*	5.55	6.89	4cyl 1461cc	5M	63	160	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	✗	5/10
XE Plus	4.57	5.00	4.66	5.61	3cyl 1198cc	5M	74	104	na	na	13.3	✓	✗	✗	✗	✗	✓	✗	✗	✗	5/10
XL	5.43	5.42	5.54	6.04	3cyl 1198cc	5M	74	104	na	na	13.3	✓	✗	✗	✗	✓	✗	✗	✗	✗	5/10
XV	6.41	6.15	6.53	6.83	3cyl 1198cc	5M	74	104	na	na	13.3	✓	✓	✓	✓	✗	✓	✓	✓	✗	5/10
Diesel XV	6.80	6.67	6.92	7.05	4cyl 1461cc	5M	63	160	na	11.5	na	✓	✓	✓	✓	✗	✓	✓	✓	✗	5/10
Diesel XV - Premium	7.03	7.41	7.16	8.04	4cyl 1461cc	5M	63	160	na	11.5	na	✓	✓	✓	✓	✗	✓	✓	✓	⊙	5/10
XV S	4.79	4.71	4.79	4.91	3cyl 1198cc	5M	63	104	na	na	13.3	✓	✗	✗	✗	✗	✓	✗	✗	✗	5/10
XV P Diesel	7.13	7.14	7.26	7.45	4cyl 1461cc	5M	63	160	na	na	13.3	✓	✗	✗	✗	✗	✓	✗	✗	⊙	5/10



**Sunny:** Lots of passenger space, safety features like driver airbag and ABS, even on the base variant

**TG Choice:** *XL Diesel is a head-over-heart decision as it comes with safety features, and you save a fair bit over the XV variant.*

L:442.5cm W: 169.5cm H: 151.5cm Boot: 490 litres Fuel Tank: 41 litres, Ground Clearance: NA Also try: Maruti DZire, Toyota Etios

XE	na	6.99*	na	7.29*	4cyl 1498cc	5M	98	134	185	11.9	11	✓	✓	✗	✗	✗	✓	✗	✗	✗	6/10
XL	na	7.61*	na	7.94*	4cyl 1498cc	5M	98	134	185	11.9	11	✓	✓	✓	✗	✗	✓	✗	✗	✗	6/10
XL CVT	na	8.91*	na	9.29*	4cyl 1498cc	CVT	100	134	na	na	na	✓	✓	✓	✗	✗	✓	✗	✗	✗	5/10
XE Diesel	na	7.99*	na	8.33*	4cyl 1461cc	5M	85	200	na	na	na	✓	✓	✓	✗	✗	✓	✗	✗	✗	6/10
XL Diesel	na	8.60*	na	8.97*	4cyl 1461cc	5M	85	200	na	na	na	✓	✓	✓	✓	✗	✓	✓	✓	✗	6/10
XV Diesel	na	9.33*	na	9.73*	4cyl 1461cc	5M	85	200	na	na	na	✓	✓	✓	✓	✗	✓	✓	✓	⊙	6/10
XV Diesel Safety	na	9.60*	na	10.02*	4cyl 1461cc	5M	85	200	na	na	na	✓	✓	✓	✓	✗	✓	✓	✓	⊙	6/10



**Teana:** Elegant sedan with a luxurious interior and a refined engine.

Build: Assembled

**TG Choice:** *XV for the aircraft-style reclining front passenger seat.*

L:485cm W: 179.5cm H: 148.5cm Boot: 490 litres Fuel Tank: 70 litres, Ground Clearance: 14.6cm Also try: Toyota Camry

250 XL	21.11	24.89	21.51	26.51	6cyl 2496cc	4A	179	228	205	10.5	5.8	✓	✓	✓	✓	✗	✓	✓	✓	✓	5/10
250 XV	24.85	29.28	25.33	31.11*	6cyl 2496cc	4A	179	228	205	10.5	5.8	✓	✓	✓	✓	✗	✓	✓	✓	✓	5/10



**Terrano:** The Duster gets new clothes and lots of chrome. Looks a tad more premium than its French cousin

Build: Assembled

**TG Choice:** *XV for all the thrills, frills and comforts.*

L:433.1cm W: 182.2cm H: 167.1cm Boot: 475 litres Fuel Tank: 50 litres, Ground Clearance: 20.5cm Also try: Renault Duster, Ford Ecosport

1.5D XE	9.46	10.87	9.64	11.90	4cyl 1461cc	5M	85	200	na	na	na	✓	✗	✓	✗	✗	✓	✗	✗	✗	7/10
1.5D XL	10.48	12.46	10.68	13.18	4cyl 1461cc	5M	85	200	na	na	na	✓	✓	✓	✗	✗	✓	✗	✗	✗	7/10
1.5D XL (110PS)	11.07	13.23	11.28	14.18	4cyl 1461cc	5M	110	200	216	11.96	13.5	✓	✓	✓	✗	✗	✓	✗	✗	✗	8/10
1.5D XL Plus	10.83	12.78	11.04	13.71	4cyl 1461cc	5M	85	200	na	na	na	✓	✓	✓	✗	✗	✓	✓	✓	✗	8/10
1.5D XV	11.99	14.19	12.21	14.99	4cyl 1461cc	5M	85	200	na	na	na	✓	✓	✓	✓	✗	✓	✓	✓	✗	8/10
1.5D XV Premium	12.28	14.53	12.52	15.35	4cyl 1461cc	5M	85	200	na	na	na	✓	✓	✓	✓	✗	✓	✓	✓	✗	8/10
1.6P XL	9.51	10.95	9.69	11.97	4cyl 1596cc	5M	108	145	na	na	na	✓	✓	✓	✗	✗	✓	✗	✗	✗	7/10



**PORSCHE** Dealers 7 Warranty na Website [www.porscheindia.com](http://www.porscheindia.com)

Company description: A big name in sports car manufacture and motorsport and deservedly so. It produces cars of immense capability and quality.

India sales in 2014: na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)

**TG Awards: Luxury car of the year 2010: Panamera**  
Travelling in the back seat of a Panamera is like being in a TGV when the other luxobarges are more like Rajdhani

**911:** Iconic. Instantly recognisable, fantastic to drive, near-perfect. (Also available in AT: PDK)

Build: Import

**TG Choice:** *Straight Turbo.*

L:443cm W: na H: 130.3cm Boot: na Fuel Tank: 64 litres, Ground Clearance: NA Also try: Nothing gets close

Turbo	219	219*	219	219*	6cyl 3600cc	6M	480	620	310	3.9	7	✓	✓	✓	✓	✗	✓	✓	✓	✓	-
Turbo Cabriolet	na	na	na	na	6cyl 3600cc	6M	480	620	310	4	6.9	✓	✓	✓	✓	✗	✓	✓	✓	✓	-
GT3	213	213*	213	213*	6cyl 3600cc	6M	415	405	310	4.3	6.9	✓	✓	✓	✓	✗	✓	✓	✓	✓	-



Buyers Guide continued ►



TOPGEAR NEW CAR GUIDE	Price				Numbers							Features											TG RATING
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid		
◀ Porsche continued																							

◀ Porsche continued

**Boxster:** Step 1 into Porsche-land is still a divine experience.

Build: Import

**TG Choice:** *Feels so inherently right. Just get a sport exhaust.*

L: 432.9cm W: na H: 128.2cm Boot: 150 litres Fuel Tank: 64 litres Ground Clearance: NA Also try: Mercedes-Benz SLK350

Boxster S	80.24	80.24*	80.24	91.51*	6cyl 3436cc	7A	315	360	277	5.4	8.6	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
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**Cayenne:** Big bad mutha. Perfect if you want a Porsche, but are scared of our roads.

Build: Import

**TG Choice:** *Go Turbo. The environment is doomed anyway.*

L: 479.8cm W: na H: 170.5cm Boot: na Fuel Tank: 100 litres Ground Clearance: NA Also try: Audi Q7, BMW X5, Mercedes-Benz M-Class

Cayenne	na	na*	na	na	6cyl 3598cc	6M	290	385	227	8.1	6.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Cayenne S	100	100*	100	100*	8cyl 4806cc	6M	385	500	252	6.6	6.7	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Cayenne GTS	116	116*	116	116*	8cyl 4806cc	6M	405	500	253	6.1	6.6	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Cayenne GTS PDE	na	na	na	na	8cyl 4806cc	6M	405	500	253	6.1	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Cayenne Turbo	210	210*	210	210*	8cyl 4806cc	6A	500	700	275	5.1	6.7	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Cayenne Turbo S	213	213*	213	213*	8cyl 4806cc	6A	550	na	278	4.7	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
Cayenne Diesel	70.49	79.49*	79.49	79.49*	6cyl 2967cc	6A	240	550	214	7.07	9	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10



**Cayman:** Baby 911 is a great sports car. Supernatural handling.

Build: Import

**TG Choice:** *The S for everyday driving.*

L: 444cm W: na H: 129.4cm Boot: 150 litres Fuel Tank: 64 litres Ground Clearance: NA Also try: GranTurismo S

Cayman S	94.51	94.51*	94.51	94.51*	6cyl 3436cc	7A	321	370	275	4.99	4.7	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
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**Macan:** Want a sportscar that's actually an SUV? This is as close as it gets.

Build: Import

**TG Choice:** *The Turbo is the variant you want.*

L: 468cm W: 192cm H: 162.4cm Boot: 500 litres Fuel Tank: 60 litres Ground Clearance: NA Also try: Range Rover Evoque

S Diesel	na	na	na	98.18*	6cyl 2967cc	7A	241	580	na	6.4	10.2	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10
Turbo	na	na	na	108*	6cyl 3604cc	7A	394	550	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10



**Panamera:** A 911 for the family man, with two extra doors and a rear seat.

Build: Import

**TG Choice:** *The base S is actually quite good. Turbo is very fast.*

L: 497cm W: na H: 141.8cm Boot: 820 litres Fuel Tank: 60 litres Ground Clearance: NA Also try: Mercedes CLS AMG, Mercedes S-Class AMG

Panamera	119	119*	119	119*	6cyl 3605cc	7A	305	400	285	5.6	5.6	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
Panamera 4	122	122	122	122	6cyl 3605cc	7A	414	520	285	5.6	5.6	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
Panamera 4S	149.8	149.8*	149.8	149.8*	6cyl 2997cc	7A	414	520	282	5	6	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
Panamera S	149.8	149.8*	149.8	149.8*	6cyl 2997cc	7A	414	520	282	5	6	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
Panamera SE Hybrid	149.8	149.8*	149.8	149.8*	6cyl 2995cc	8A	328	440	282	5	6	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
Panamera D	149.8	149.8*	149.8	149.8*	6cyl 2967cc	8A	246	550	282	6.75	9.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Panamera Turbo	200	200*	200	200*	8cyl 4806cc	7A	512	700	303	4.2	5.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10
Panamera GTS	161	161*	161	161*	8cyl 4806cc	7A	434	520	303	4.2	5.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
Panamera Diesel	na	na	na	na	6cyl 2967cc	8A	250	550	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	-



**PREMIER** Dealers 55 Warranty 3years/50,000kms Website [www.premierrio.com](http://www.premierrio.com)

Company description: Gone are the glory days, market share that the company enjoyed. Now a company selling niche products.

India sales in 2014: na  
For full listings and data please visit: [www.topgear.com](http://www.topgear.com)

TG Awards: -

**Rio:** If you are adamant on being different, this is your ride.

**TG Choice:** *Gx as it is the cheapest.*

L: 397cm W: 157cm H: 173cm Boot: 454 litres Fuel Tank: 46 litres Ground Clearance: 20 cm Also try: Maruti DZire ZXI, Hyundai i20 Asta 1.2, visiting a psychiatrist

GX	6.33	6.92	6.15	6.67	4cyl 1173cc	5M	75	104	na	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	2/10
GLX	6.61	7.22	6.42	6.97	4cyl 1173cc	5M	75	104	na	na	na	✔	✔	✔	✖	✔	✖	✔	✔	✔	✖	2/10
DX Multijet	6.96	7.88	7.12	7.62	4cyl 1248cc	5M	72	183	na	15.03	14	✖	✖	✖	✖	✔	✖	✔	✖	✖	✖	4/10
LX Multijet	7.24	8.20	7.41	7.93	4cyl 1248cc	5M	72	183	na	15.03	14	✔	✔	✔	✖	✔	✖	✔	✔	✔	✖	4/10



**RENAULT** Dealers 80 Warranty na Website [www.renault.co.in](http://www.renault.co.in)

Company description: Renault's journey in India is going rather nicely, thanks in no small measure to the Duster.

India sales in 2014: na  
For full listings and data please visit: [www.topgear.com](http://www.topgear.com)

TG Awards: Saloon of the Year 2011: Fluence

**Duster:** Finally a cheap SUV that won't go belly-up around a corner.

**TG Choice:** *The 110bhp RxZ. Gives you everything you need.*

L: 431.5cm W: 182.2cm H: 169.5cm Boot: 475 litres Fuel Tank: 50 litres Ground Clearance: 20.5cm Also try: Mahindra XUV, Mahindra Scorpio

RXE	7.82	9.75	7.79	9.40	4cyl 1598cc	5M	103	145	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	7/10
RXL	9.10	10.84	9.06	10.49	4cyl 1598cc	5M	103	145	na	na	na	✓	✓	✓	✗	✗	✗	✓	✗	✗	✗	7/10
RXE D 85	8.68	9.75	8.64	9.43	4cyl 1461cc	5M	84	200	na	14.71	14	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	7/10
RXL D 85	9.67	10.84	9.63	11.64	4cyl 1461cc	5M	84	200	na	14.71	14	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	7/10
RXL PACK D 85	10.93	11.97	10.88	13.19	4cyl 1461cc	5M	84	200	na	14.71	14	✓	✓	✓	✗	✗	✗	✓	✓	✓	✓	7/10





# TOPGEAR NEW CAR GUIDE

◀ Renault continued

Price				Numbers								Features											
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING		
10.88	12.47	10.78	12.95	4cyl 1461cc	6M	108	248	na	11.76	14.1	+	+	+	+	+	+	+	+	+	+	8/10		
11.47	13.57	11.36	14.04	4cyl 1461cc	6M	108	248	na	11.76	14.1	+	+	+	+	+	+	+	+	+	+	8/10		
11.99	13.73	11.89	14.65	4cyl 1461cc	6M	108	248	na	11.76	14.1	+	+	+	+	+	+	+	+	+	+	8/10		
13.22	13.00*	13.10	13.00*	4cyl 1461cc	6M	108	248	na	na	na	+	+	+	+	+	+	+	+	+	+	8/10		

**Fluence:** Pretty safe bet of a car. Comfortable, refined and built to last.

**TG Choice:** The diesel is our pick of the lot.

L: 462cm W: 180cm H: 148.8cm Boot: 530 litres Fuel Tank: Na, Ground Clearance: 17cm Also try: Toyota Corolla Altis

Petrol	15.56	16.80	15.45	18.46	4cyl 1997cc	CVT	135	190	180	10.2	13	+	+	+	+	+	+	+	+	+	+	+	4/10
E2 Diesel	13.86	16.32	13.68	16.71	4cyl 1461cc	6M	108	240	170	11.7	21	+	+	+	+	+	+	+	+	+	+	+	5/10
E4 Diesel	15.49	18.05	15.38	18.63	4cyl 1461cc	6M	108	240	170	11.7	21	+	+	+	+	+	+	+	+	+	+	+	5/10

**Koleos:** French take on the softroader, and a pretty good one at that.

Build: Import

**TG Choice:** There is only one to choose from, so there!

L: 452cm W: 185.5m H: 169.5cm Boot: NA Fuel Tank: 65 litres, Ground Clearance: 20.6 cm Also try: Chevrolet Captiva, Hyundai Santa Fe

4x2 MT	21.65	24.85	21.55	21.33*	4cyl 1995cc	6M	171	320	na	na	na	+	+	+	+	+	+	+	+	+	+	+	5/10
4x4 MT	23.97	27.95	23.97	23.97*	4cyl 1995cc	6M	171	320	na	na	na	+	+	+	+	+	+	+	+	+	+	+	5/10
4x4 AT	25.42	29.10	25.30	25.30*	4cyl 1995cc	6A	171	320	na	na	na	+	+	+	+	+	+	+	+	+	+	+	5/10

**Scala:** The French version of the Sunny.

**TG Choice:** The RXZ as it comes with the goodness of diesel and all the features that you'd need.

L: 442.5cm W: 169.5m H: 150.5cm Boot: 490 litres Fuel Tank: 41 litres, Ground Clearance: 16.1cm Also try: Maruti DZire, Nissan Sunny, Toyota Etios

RXL	8.84	9.96	8.30	10.68	4cyl 1461cc	5M	85	200	na	13.8	18	+	+	+	+	+	+	+	+	+	+	+	4/10
RXZ	9.75	10.95	8.81	11.75	4cyl 1461cc	5M	85	200	na	13.8	18	+	+	+	+	+	+	+	+	+	+	+	4/10
RXE Petrol	7.21	8.05	7.19	8.45	4cyl 1498cc	5M	98	134	na	na	na	+	+	+	+	+	+	+	+	+	+	+	4/10
RXL Petrol	7.99	8.89	7.97	9.50	4cyl 1498cc	5M	98	134	na	na	na	+	+	+	+	+	+	+	+	+	+	+	4/10

**Pulse:** The masculine version of the Nissan Micra.

**TG Choice:** The RXL makes more sense, because you'd rather buy the Swift instead of the RXZ

L: 380.5cm W: 166.5m H: 153cm Boot: 251 litres Fuel Tank: 41 litres, Ground Clearance: na Also try: Nissan Micra, Maruti Swift

RXL	6.13	6.97	6.11	7.43	4cyl 1461cc	5M	63	160	na	na	na	+	+	+	+	+	+	+	+	+	+	+	4/10
RXZ	6.97	7.89	6.95	8.24	4cyl 1461cc	5M	63	160	na	na	na	+	+	+	+	+	+	+	+	+	+	+	4/10
RXE Petrol	4.41	4.88	4.41	5.19	3cyl 1198cc	5M	75	104	na	na	na	+	+	+	+	+	+	+	+	+	+	+	4/10
RXL Petrol	5.15	4.66	5.14	6.13	3cyl 1198cc	5M	75	104	na	na	na	+	+	+	+	+	+	+	+	+	+	+	4/10
RXZ Petrol	5.74	6.27	5.72	6.78	3cyl 1198cc	5M	75	104	na	na	na	+	+	+	+	+	+	+	+	+	+	+	4/10



## ROLLS-ROYCE

Dealers 5 Warranty 4yrs Website [www.rolls-roycemotorcars.com](http://www.rolls-roycemotorcars.com)

Company description: A century after Mr Royce built his first car, the world's most luxurious carmaker is still going strong.

India sales in 2014: na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)

TG Awards: -

**Phantom:** Take first-class, multiply by 10, square that, and you're getting close.

Build: Import

**TG Choice:** Ideal for driving off with her from the wedding reception.

L: 583.4cm W: 199cm H: 163.8cm Boot: 460 litres Fuel Tank: 100 litres, Ground Clearance: NA Also try: Maybach 57S

Phantom	na	600*	na	600*	12cyl 6749cc	6A	453	720	250	5.9	6.3	+	+	+	+	+	+	+	+	+	+	+	9/10
Phantom Coupe	na	na	na	na	12cyl 6749cc	6A	453	720	250	5.6	6.4	+	+	+	+	+	+	+	+	+	+	+	8/10
Drophead Coupe	na	na	na	na	12cyl 6749cc	6A	453	720	250	5.8	6.4	+	+	+	+	+	+	+	+	+	+	+	8/10

**Ghost:** The baby Rolls isn't much of a baby, really. Larger than most sedans and more luxurious than a private jet.

Build: Import

**TG Choice:** The EWB offers more space and all the luxury you'd ever need

L: 583.4cm W: 199cm H: 155cm Boot: 460 litres Fuel Tank: 100 litres, Ground Clearance: NA Also try: Bentley Mulsanne

Ghost	na	403*	na	403*	12cyl 6592cc	8A	562	780	250	4.9	na	+	+	+	+	+	+	+	+	+	+	+	8/10
Ghost EWB	na	455*	na	455*	12cyl 6592cc	8A	562	780	250	4.9	na	+	+	+	+	+	+	+	+	+	+	+	8/10



## ŠKODA

Dealers 106 Warranty 2yrs Website [www.skoda-auto.co.in](http://www.skoda-auto.co.in)

Company description: New products like the Octavia and Yeti make it rather exciting. But service and support still have issues.

India sales in 2014: na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)

TG Awards: Car of the year 2010: Yeti  
'The Yeti is people-carrier, hatch, load-lugger, corner-carver and terrain-basher all rolled into one'

**Octavia:** Skoda gets its chart-busting Octavia back, but will it change Skoda's fortunes once again in India? Build: Assembled

**TG Choice:** The 1.8 TSI AT ticks all the right boxes as far as economy and performance go. Did we mention the long features list?

L: 465.9 cm W: 181.4cm H: 147.6cm Boot: 590 litres Fuel Tank: 50 litres, Ground Clearance: 15.8cm Also try: Hyundai Elantra, Toyota Corolla Altis

Active 1.4 TSI	14.20	16.00	14.20*	16.72	4cyl 1395cc	6M	138	250	210	9.62	13.5	+	+	+	+	+	+	+	+	+	+	+	7/10
Ambition 1.4 TSI	15.21	17.14	15.21*	17.90	4cyl 1395cc	6M	138	250	210	9.62	13.5	+	+	+	+	+	+	+	+	+	+	+	7/10
Elegance 1.8 TSI AT	18.57	20.94	18.57*	21.75	4cyl 1798 cc	7A	177	250	210	8.1	11.85	+	+	+	+	+	+	+	+	+	+	+	7/10
Active 2.0 TDI	15.82	18.26	15.82	18.98	4cyl 1968cc	6M	140	320	210	8.91	12.5	+	+	+	+	+	+	+	+	+	+	+	7/10
Ambition 2.0 TDI CR	16.84	19.42	16.84	20.18	4cyl 1968cc	6M	140	320	210	8.91	12.5	+	+	+	+	+	+	+	+	+	+	+	6/10



# TOPGEAR NEW CAR GUIDE

◀ Skoda continued

	Price				Numbers							Features											
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid		TG RATING
Ambition 2.0 TDI CR AT	17.86	20.58	17.86	21.38	4cyl 1968cc	6A	140	320	210	8.6	13.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
Elegance 2.0 TDI CR AT	19.79	22.79	19.79	23.76	4cyl 1968cc	6A	140	320	210	8.6	13.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10

**Superb:** The real big car for reasonable money at the high end of the market.

Build: Assembled

**TG Choice:** The 2.0TDI if you are paying for fuel. V6 if the company pays for it.

L: 483 cm W: 181.7cm H: 148.2cm Boot: 565 litres Fuel Tank: 60 litres, Ground Clearance: 15.8cm Also try: Toyota Camry, VW Passat, Hyundai Sonata



1.8 TSI Ambition MT	18.38	22.35	18.38	21.63	4cyl 1798cc	6M	158	250	210	9	8.7	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
1.8 TSI Elegance AT	22.33	24.00	22.33	26.54	4cyl 1798cc	7A	160	250	210	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
1.8 TSI Elegance MT	20.72	NA	20.72	24.66	4cyl 1798 cc	6M	158	250	210	9	8.7	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
2.0 TDI	25.24	26.20	25.24	30.46	4cyl 1968cc	6A	140	320	206	10.38	11.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

**Rapid:** Does most things right, very few wrong. With all the nice touches of the Vento, you can't go wrong.

**TG Choice:** The Ambition 1.6 TDI as it is a lakh cheaper and comes with all the safety features.

L: 438.6 cm W: 169.9 cm H: 146.6cm Boot: 460ltr Fuel Tank: 55 litres, Ground Clearance: 16.8 cm Also try: VW Vento, Honda City, Maruti Suzuki SX4, Hyundai Verna, Ford Fiesta



Active 1.6 MPI	7.24	7.85	7.24	8.57	4cyl 1598cc	5M	105	153	195	11.3	10.7	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	6/10
Ambition 1.6 MPI	8.13	8.36	8.13	11.19	4cyl 1598cc	5M	103	153	195	11.3	10.7	✓	✓	✓	✓	✗	✗	✓	✗	✓	✗	✗	6/10
Elegance 1.6 MPI	9.11	9.32	9.11	10.78	4cyl 1598cc	5M	103	153	195	11.3	10.7	✓	✓	✓	✓	✗	✗	✓	✗	✓	✗	✗	6/10
Ambition 1.6 MPI AT	9.12	9.46	9.12	11.51	4cyl 1598cc	6A	103	153	na	na	na	✓	✓	✓	✓	✗	✗	✓	✗	✓	✗	✗	6/10
Elegance 1.6 MPI AT	10.09	10.45	10.09	12.01	4cyl 1598cc	6A	103	153	na	na	na	✓	✓	✓	✓	✗	✗	✓	✗	✓	✗	✗	6/10
Active 1.6 TDI	8.41	9.38	8.41	10.11	4cyl 1598cc	5M	103	250	na	10.9	14.5	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	6/10
Ambition Plus 1.6 TDI	9.38	9.40	9.38	11.06	4cyl 1598cc	5M	103	250	na	10.9	14.5	✓	✓	✓	✓	✗	✗	✓	✗	✓	✗	✗	6/10
Elegance Plus 1.6 TDI	10.15	9.90	10.15	11.74	4cyl 1598cc	5M	103	250	na	10.9	14.5	✓	✓	✓	✓	✗	✗	✓	✗	✓	✗	✗	6/10
Ambition Plus 1.6TDI DSG	10.68	10.49*	10.68	10.76*	4cyl 1598cc	7A	103	250	na	12.1	14.5	✓	✓	✓	✓	✗	✗	✓	✗	✓	✗	✗	6/10
Elegance 1.6TDI DSG	11.03	10.84*	11.03	11.11*	4cyl 1598cc	7A	103	250	na	12.1	14.5	✓	✓	✓	✓	✗	✗	✓	✗	✓	✗	✗	6/10

**Yeti:** It's cleaner, greener, smaller and smarter than any SUV out there.

Build: Assembled

**TG Choice:** Elegance for sure as it gets the cool touchscreen audio system.

L: 422cm W: 179cm H: 169.1cm Boot: 416 litres Fuel Tank: 55 litres, Ground Clearance: 18cm Also try: Toyota Fortuner, Ford Endeavour, Tata Aria



Elegance 4x2	19.32	18.99*	19.32	19.47*	4cyl 1968cc	5M	110	250	na	na	na	✓	✓	✓	✗	✗	✓	✓	✓	✓	✓	✓	8/10
Elegance 4x4	20.90	20.53*	20.90	21.05*	4cyl 1968cc	6M	140	320	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10



**SSANGYONG** Dealers na Warranty na Website [www.smotor.com](http://www.smotor.com)

Company description: Bought by Mahindra a few years back, now sells the Rexton in India. The entire SUV range will follow.

India sales in 2014: na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)

TG Awards: -

**Rexton:** Packed with equipment, at a mouth-watering price. A big soft-roader that won't eat into your wallet. Build: Assembled

**TG Choice:** RX7 for the extra power and a convenient auto transmission.

L: 475.5cm W: 190cm H: 178.5cm Boot: na Fuel Tank: 78 litres Ground Clearance: 25.2cm Also try: Toyota Fortuner, Hyundai Santa Fe, Chevrolet Captiva



RX5	NA	17.75*	NA	22.87	5cyl 2696cc	5M	162	340	na	na	na	✓	✓	✓	✓	✗	✓	✓	✓	✓	✓	✓	6/10
RX6	20.19	23.10	20.17	24.34	5cyl 2696cc	5M	162	340	180	12.33	10.4	✓	✓	✓	✓	✗	✓	✓	✓	✓	✓	✓	6/10
RX7	NA	19.67*	NA	25.80	5cyl 2696cc	5A	184	402	na	10.25	7.75	✓	✓	✓	✓	✗	✓	✓	✓	✓	✓	✓	6/10



**TATA** Dealers na Warranty na Website [www.tatamotors.com](http://www.tatamotors.com)

Company description: Still struggling with quality and dynamics, but it has the best cars if you want the maximum for the minimum.

India sales in 2014: na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)

TG Awards: Surprise of the year 2009: Manza  
'The Nano may be hogging headlines all over the world. But the Manza is what will take Tata places'

**Aria:** Big bully of an MPV. Nice engine and lots of gizmos to keep you interested.

**TG Choice:** Pride for sure, after giving into the crossover marketing gimmick and before the fall, Pride shall do just fine.

L: 478cm W: 189.5 cm H: 178cm Boot: na Fuel Tank: 60 litres, Ground Clearance: 18.5cm Also try: Toyota Innova, Mahindra XUV 500



Pride 4X4	16.81	19.35	16.73	17.55	4cyl 2179cc	5M	138	320	na	na	na	✓	✓	✓	✓	✗	✓	✓	✓	✓	✓	✓	7/10
Pure 4X2	12.05	NA	11.98	11.90	4cyl 2179cc	5M	138	320	na	na	na	✓	✓	✓	✗	✗	✗	✓	✓	✓	✓	✗	7/10
Pleasure 4X2	13.40	15.45	13.32	14.36	4cyl 2179cc	5M	138	320	na	na	na	✓	✓	✓	✓	✗	✓	✓	✓	✓	✓	✗	7/10



TOPGEAR  
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◀ Tata continued

## Price

## Numbers

## Features

Chennai

Delhi  
(on road)

Bangalore

Mumbai  
(on road)

Engine

Gearbox

Max. Power (Bhp)

Max. Torque (Nm)

Max speed (kph)

0-100kph (sec)

Fuel efficiency (kpl)

Airbags

ABS

Remote locking

Climate control

Audio system

Leather seats

Power windows

Alloys

Fog lamps

Parking aid

TG RATING

NEW  
ENTRY

## Tata Bolt

Tata's having a crack at the premium hatch segment, with what is a Zest without the stubby boot

The premium hatch market is booming in India, and Tata has announced its arrival on the scene with the new Bolt. Following its compact sedan sibling, the Bolt can

be had with Tata's new turbo-petrol motor with three different driving modes. The Bolt's pricing shows that Tata is not keen on playing the VFM card with this one.

**Bolt:** The two-box version of the Zest. Quite capable, but priced precariously close to established rivals**TG Choice:** The XT Petrol should do just fine.**L:** 382.5cm **W:** 169.5 cm **H:** 156.2cm **Boot:** 210 litres **Fuel Tank:** 44 litres, **Ground Clearance:** 16.5cm **Also try:** Hyundai Grand i10, Maruti Swift

XE Petrol	4.43	4.45*	4.50	4.65*	4cyl 1193cc	5M	88	140	na	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	7/10
XM Petrol	5.15	5.16*	5.22	5.40*	4cyl 1193cc	5M	88	140	na	na	na	✖	✔	✔	✖	⚙	✖	✔	✖	✔	✖	7/10
XMS Petrol	5.40	5.40*	5.46	5.64*	4cyl 1193cc	5M	88	140	na	na	na	✔	✔	✔	✖	⚙	✖	✔	✖	✔	✖	7/10
XT Petrol	6.07	6.06*	6.14	6.34*	4cyl 1193cc	5M	88	140	na	na	na	✔	✔	✔	✔	✖	✖	✔	✔	✔	✖	7/10
XE Diesel	5.52	5.50*	5.59	5.75*	4cyl 1248cc	5M	74	190	na	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	7/10
XM Diesel	6.15	6.11*	6.21	6.39*	4cyl 1248cc	5M	74	190	na	na	na	✖	✔	✔	✔	⚙	✖	✔	✖	✔	✖	7/10
XMS Diesel	6.38	6.34*	6.45	6.63*	4cyl 1248cc	5M	74	190	na	na	na	✔	✔	✔	✖	✖	✖	✔	✖	✔	✖	7/10
XT Diesel	7.05	7.00*	7.12	7.33*	4cyl 1248cc	5M	74	190	na	na	na	✔	✔	✔	✔	⚙	✖	✔	✔	✔	✖	7/10

**Grande:** Utilitarian Sumo knocks hard on upmarket SUV doors. Really hard.**TG Choice:** LX for the sheer value-for-money that the MUV offers.**L:** 442cm **W:** 179 cm **H:** 194cm **Boot:** 150 litres **Fuel Tank:** 65 litres, **Ground Clearance:** 18cm **Also try:** Mahindra Scorpio, Toyota Innova, Chevrolet Tavera

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING	
LX	8.11	8.41	8.03	9.18	4cyl 2179cc	5M	119	250	140	18.4	na	*	*	*	*	✓	*	*	*	✓	*	*	4/10
EX	8.56	8.86	8.46	9.63	4cyl 2179cc	5M	119	250	140	18.4	na	*	*	✓	*	✓	*	✓	*	✓	*	*	4/10
GX	9.30	9.60	7.36	10.50	4cyl 2179cc	5M	119	250	140	18.4	na	*	*	✓	*	✓	*	✓	*	✓	⊙	*	4/10

**Indica eV2:** The Indica has more than delivered on the 'more car per car' promise. If only it were more refined.**TG Choice:** For this price, its rivals have better cars.**L:** 369cm **W:** 166.5 cm **H:** 148.5cm **Boot:** 220 litre **Fuel Tank:** 37 litres, **Ground Clearance:** 16.5cm **Also try:** Maruti Suzuki Wagon R, Hyundai i10

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING	
Xeta GL P	3.39	3.67	3.30	3.85	4cyl 1193cc	5M	69	100	145	17.2	na	*	*	*	*	*	*	*	*	*	*	*	3/10
Xeta GLE P	3.36	3.95	3.57	4.16	4cyl 1193cc	5M	69	100	145	17.2	na	*	*	*	*	*	*	*	*	*	*	*	3/10
Xeta GLS P	3.97	4.25	3.87	4.51	4cyl 1193cc	5M	69	100	145	17.2	na	*	*	*	*	*	*	*	*	*	*	*	3/10
Xeta GLX P	4.24	4.51	4.14	4.82	4cyl 1193cc	5M	69	100	145	17.2	na	*	*	*	✓	*	✓	✓	✓	*	✓	*	3/10
LS D	4.00	5.28	4.16	5.39	4cyl 1396cc	5M	70	140	140	16.44	15	*	*	*	*	*	*	*	*	*	*	*	4/10
LX	5.34	5.65	5.93	5.87	4cyl 1396cc	5M	70	140	140	16.44	15	*	*	✓	*	✓	✓	✓	*	✓	*	*	4/10

**Indica Vista:** A completely new platform offering more space and refined new engines to go with it.**TG Choice:** ZX+ D90 with the brilliant diesel engine from Fiat.**L:** 379.5cm **W:** 169.5 cm **H:** 155cm **Boot:** 232 litre **Fuel Tank:** 44 litres, **Ground Clearance:** 16.5cm **Also try:** Maruti Suzuki Swift, Fiat Punto

GVX 65 P	4.99	4.50	4.96	5.70	4cyl 1172cc	5M	64	96	na	na	na	✔	✔	✖	✖	✖	✖	✔	✖	✖	✖	5/10
ZX D	6.44	7.30	6.44	7.60	4cyl 1248cc	5M	75	190	158	15	15.3	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	5/10
VX D90	6.11	6*	6.09	7.17	4cyl 1248cc	5M	89	200	na	15.62	15.3	✖	✔	✔	✖	⚡	✖	✔	✔	✔	✖	5/10
ZX + D90	6.94	6.83*	6.91	8.06	4cyl 1248cc	5M	89	200	na	15.62	15.3	✔	✔	✔	✔	⚡	✖	✔	✔	✔	✖	5/10

**Indigo eCS:** Smallest sedan on the market is more like a hatch with a boot.**TG Choice:** eLSD the variant sounds cooler than the actual car.**L:** 399cm **W:** 193cm **H:** 154cm **Boot:** 300 litres **Fuel Tank:** 45 litres, **Ground Clearance:** 16.5cm **Also try:** Inventing a segment.

eGLS P	4.86	5.21	4.83	5.53	4cyl 1193cc	5M	64	100	na	na	na	✖	✖	✓	✖	✖	✖	✓	✖	✓	✖	4/10
eGLX P	5.09	5.45	5.93	5.78	4cyl 1193cc	5M	64	100	na	na	na	✖	✖	✓	✖	✖	✖	✓	✖	✓	✖	4/10
eLS D	5.36	6.20	5.68	6.61	4cyl 1396cc	5M	69	140	na	16.5	16.3	✖	✖	✓	✖	✖	✖	✓	✖	✓	✖	4/10
eLX DI	5.87	6.45	5.08	6.92	4cyl 1396cc	5M	69	140	na	16.5	16.3	✖	✖	✓	✖	⚙	✖	✓	✖	✓	✖	4/10

**Nano:** Of the people, for the people, by the people.**TG Choice:** The base version should do just fine, as budget is top priority.**L:** 310cm **W:** 150 cm **H:** 165.2cm **Boot:** 80litre **Fuel Tank:** 15 litres, **Ground Clearance:** 18cm **Also try:** Maruti Suzuki Alto, Chevrolet Spark, public transport

Nano	1.65	1.62	1.64	1.90	2cyl 624cc	4M	37	51	105	29.6	19.3	*	*	*	*	*	*	*	*	*	*	*	5/10
Awesomeness CX	2.02	1.93	2.01	2.45	2cyl 624cc	4M	37	51	105	29.6	19.3	*	*	*	*	*	*	*	*	*	*	*	5/10
Awesomeness LX	2.29	2.25	2.28	2.72	2cyl 624cc	4M	37	51	105	29.6	19.3	*	*	*	*	*	✓	*	*	✓	*	*	5/10
Nano CX CNG	na	2.25	na	2.80	2cyl 624cc	4M	37	51	105	30.4	na	*	*	*	*	*	*	*	*	*	*	*	-
Nano LX CNG	na	2.25	na	3.06	2cyl 624cc	4M	37	51	105	30.4	na	*	*	*	*	*	✓	*	*	✓	*	*	-
Nano Twist XT	2.45	2.37*	2.48	2.87	2cyl 624cc	4M	37	51	105	30.4	na	*	*	*	*	*	✓	*	*	✓	*	*	6/10



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TATA continued

Price				Numbers							Features											TG RATING
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid		

**Manza:** Sedan derivative of the Indica Vista, the big rear means it can gobble down huge amounts of luggage. 77**TG Choice:** Go for the Quadrajet Aqua, as this will fulfill most of your requirements of a daily runabout.**L:** 441cm **W:** 170cm **H:** 155cm **Boot:** 460 litres **Fuel Tank:** 44 litres **Ground Clearance:** 16.5cm **Also try:** Mahindra Verito, Maruti DZire.

Safire GLX	5.66	6.32	5.66	7.20	4cyl 1368cc	5M	89	115	na	na	na	*	*	*	*	*	*	*	*	*	*	6/10
Safire GVX	6.02	6.72	6.02	7.63	4cyl 1368cc	5M	89	115	na	na	na	*	*	*	*	*	*	*	*	*	*	6/10
Safire Elan	7.12	8.10	7.11	8.41	4cyl 1368cc	5M	89	115	na	na	na	*	*	*	*	*	*	*	*	*	*	6/10
Quadrajet LX	6.44	7.55	6.44	7.95	4cyl 1248cc	5M	89	200	160	14.22	14	*	*	*	*	*	*	*	*	*	*	6/10
Quadrajet Aura	6.89	8.50	6.89	8.56	4cyl 1248cc	5M	89	200	160	14.22	14	*	*	*	*	*	*	*	*	*	*	6/10
Quadrajet EX	7.98	9.29	7.98	9.79	4cyl 1248cc	5M	89	200	160	14.22	14	*	*	*	*	*	*	*	*	*	*	6/10

**Safari Storme:** Big, heavy, ponderous and somehow likeable. Colossal comfort, great off-road ability.**TG Choice:** VX 4x4 as it's a great off-roader and can go places without fearing the terrain.**L:** 465cm **W:** 193cm **H:** 192.2cm **Boot:** 980 litres **Fuel Tank:** 55 litres **Ground Clearance:** 20.5cm **Also try:** Mahindra Scorpio, Ford Endeavour

LX 4x2	10.30	9.95*	10.30	12.31	4cyl 2179cc	5M	138	320	na	14.2	10.5	*	*	*	*	*	*	*	*	*	*	6/10
EX 4x2	11.22	10.82*	11.21	13.21	4cyl 2179cc	5M	138	320	na	14.2	10.5	*	*	*	*	*	*	*	*	*	*	6/10
VX 4x2	13.00	12.40*	12.98	14.97	4cyl 2179cc	5M	138	320	na	14.2	10.5	*	*	*	*	*	*	*	*	*	*	6/10
VX 4x4	14.32	13.67*	14.30	16.48	4cyl 2179cc	5M	138	320	na	15.13	10	*	*	*	*	*	*	*	*	*	*	6/10

**Zest:** A compact sedan available with a turbo-petrol motor, and an automated manual 'box, but only with a diesel engine for now**TG Choice:** XMA as it's got the perfect combination of a diesel motor paired to an automated manual gearbox that makes life easy.**L:** 399.5cm **W:** 170.6cm **H:** 157cm **Boot:** 390 litres **Fuel Tank:** 44 litres **Ground Clearance:** 17.5cm **Also try:** Hyundai Xcent, Honda Amaze, Maruti DZire

XE 1.2 P	4.63	4.64*	4.68	5.84	4cyl 1193cc	5M	89	140	na	na	na	*	*	*	*	*	*	*	*	*	*	7/10
XM 1.2 P	5.25	5.25*	5.31	6.56	4cyl 1193cc	5M	89	140	na	na	na	*	*	*	*	*	*	*	*	*	*	7/10
XMS 1.2 P	5.43	5.43*	5.49	6.76	4cyl 1193cc	5M	89	140	na	na	na	*	*	*	*	*	*	*	*	*	*	7/10
XT 1.2 P	6.01	5.99*	6.06	7.44	4cyl 1193cc	5M	89	140	na	na	na	*	*	*	*	*	*	*	*	*	*	7/10
XE 1.3 D	5.67	5.64*	5.73	7.13	4cyl 1248cc	5M	74	190	na	na	na	*	*	*	*	*	*	*	*	*	*	7/10
XM 1.3 D	6.31	6.27*	6.37	7.89	4cyl 1248cc	5M	89	200	na	na	na	*	*	*	*	*	*	*	*	*	*	7/10
XMS 1.3 D	6.49	6.45*	6.55	8.10	4cyl 1248cc	5M	89	200	na	na	na	*	*	*	*	*	*	*	*	*	*	7/10
XMA 1.3 D	7.05	6.99*	7.10	8.76	4cyl 1248cc	5A	89	200	na	na	na	*	*	*	*	*	*	*	*	*	*	7/10
XT 1.3 D	7.05	6.99*	7.10	8.76	4cyl 1248cc	5M	89	200	na	na	na	*	*	*	*	*	*	*	*	*	*	7/10

**TOYOTA** Dealers 152 Warranty na Website [www.toyotabharat.com](http://www.toyotabharat.com)

Company description: Massive world-player but also churns out the reliably unexceptional in frightening numbers.

India sales in 2014: na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)

TG Awards: -

**Camry:** The handsome new Camry is fast and spacious, and has a great cabin.

Build: Assembled

**TG Choice:** The Hybrid is you want low running costs.**L:** 482.5cm **W:** 182.5cm **H:** 148cm **Boot:** 484 litres **Fuel Tank:** 70 litres **Ground Clearance:** 16cm **Also try:** Nissan Teana, VW Passat, Hyundai Sonata

Hybrid	29.36	29.75	29.12	33.56	4cyl 2494cc	6A	298	213	na	na	na	*	*	*	*	*	*	*	*	*	*	6/10
2.5i	25.46	24.77	25.08	28.95	4cyl 2494cc	6A	178	233	na	8.93	9.8	*	*	*	*	*	*	*	*	*	*	7/10

**Corolla Altis:** The new one is not all-new but still very good. Altis is a refined, comfortable businessman's sedan.**TG Choice:** The diesel GL would be just fine, as Corollas are usually chauffeur-driven.**L:** 454cm **W:** 176cm **H:** 147.5cm **Boot:** 475 litres **Fuel Tank:** 55 litres **Ground Clearance:** 17.5cm **Also try:** Chevrolet Cruze, Renault Fluence.

JS	12.19	13.79	12.20	14.52	4cyl 1798cc	6M	138	173	na	na	na	*	*	*	*	*	*	*	*	*	*	7/10
G	13.94	15.78	13.96	16.68	4cyl 1798cc	6M	138	173	na	na	na	*	*	*	*	*	*	*	*	*	*	7/10
GL	15.58	17.65	15.60	18.64	4cyl 1798cc	6M	138	173	na	na	na	*	*	*	*	*	*	*	*	*	*	7/10
G (CVT)	15.24	17.26	15.26	18.23	4cyl 1798cc	7A	138	173	na	na	na	*	*	*	*	*	*	*	*	*	*	7/10
V L	17.09	19.36	17.11	20.44	4cyl 1798cc	7A	138	173	na	na	na	*	*	*	*	*	*	*	*	*	*	7/10
D-4D J	13.27	15.02	13.29	16.10	4cyl 1364cc	6M	87	205	na	na	na	*	*	*	*	*	*	*	*	*	*	7/10
D-4D G	15.24	17.26	15.26	18.49	4cyl 1364cc	6M	87	205	na	na	na	*	*	*	*	*	*	*	*	*	*	7/10
D-4D GL	16.88	19.12	16.90	20.48	4cyl 1364cc	6M	87	205	na	na	na	*	*	*	*	*	*	*	*	*	*	7/10
D-4DJS	13.84	15.67	13.86	16.79	4cyl 1364cc	6M	87	205	na	na	na	*	*	*	*	*	*	*	*	*	*	7/10

**Etios:** Made not to excite but just smack you with the practicality and comfort of a Toyota.**TG Choice:** The V should be just fine as this car is for people who put logic over excitement.**L:** 426.5cm **W:** 169.5 cm **H:** 151cm **Boot:** 595 litres **Fuel Tank:** 45 litres **Ground Clearance:** 17cm **Also try:** Maruti Swift DZire, Mahindra Verito

J	5.35	5.46	5.40	6.64	4cyl 1496cc	5M	89	132	180	11.2	12.9	*	*	*	*	*	*	*	*	*	*	4/10
G	5.89	6	5.96	7.25	4cyl 1496cc	5M	89	132	180	11.2	12.9	*	*	*	*	*	*	*	*	*	*	4/10
V	6.61	7.22	6.65	8.04	4cyl 1496cc	5M	89	132	180	11.2	12.9	*	*	*	*	*	*	*	*	*	*	4/10
VX	6.99	7.72	7.04	8.49	4cyl 1496cc	5M	89	132	180	11.2	12.9	*	*	*	*	*	*	*	*	*	*	4/10
GD	6.97	7.30	7.04	8.58	4cyl 1364cc	5M	67	170	170	na	na	*	*	*	*	*	*	*	*	*	*	4/10
VD	7.68	8.39	7.73	9.38	4cyl 1364cc	5M	67	170	170	na	na	*	*	*	*	*	*	*	*	*	*	4/10
VXD	8.07	8.90	8.12	9.85	4cyl 1364cc	5M	67	170	170	na	na	*	*	*	*	*	*	*	*	*	*	4/10





# TOPGEAR NEW CAR GUIDE

◀ Toyota continued

Price				Numbers							Features											TG RATING
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid		

**Etios Liva:** A practical, no-nonsense family car that we need, but not necessarily want.

**TG Choice:** The V makes perfect sense for a hatchback that tilts more towards practicality.

**L:** 377.5cm **W:** 169cm **H:** 151cm **Boot:** 251 litres **Fuel Tank:** 45 litres, **Ground Clearance:** 17cm **Also try:** Maruti Swift, Maruti Ritz, VW Polo.

GD	6.11	6.20	6.14	7.48	4cyl 1364cc	5M	67	170	160	na	na	+	+	+	+	+	+	+	+	+	+	5/10
J	4.63	4.48	4.65	5.62	4cyl 1197cc	5M	79	104	na	14.33	14.4	+	+	+	+	+	+	+	+	+	+	5/10
G	4.85	5.12	4.88	5.87	4cyl 1197cc	5M	79	104	na	14.33	14.4	+	+	+	+	+	+	+	+	+	+	5/10
V	5.64	5.63	5.64	6.77	4cyl 1197cc	5M	79	104	na	14.33	14.4	+	+	+	+	+	+	+	+	+	+	5/10
VX	6.02	6.57	6.02	7.22	4cyl 1197cc	5M	79	104	na	14.33	14.4	+	+	+	+	+	+	+	+	+	+	5/10
Cross V	7.46	8.25	7.46	8.93	4cyl 1496cc	5M	89	132	na	na	na	+	+	+	+	+	+	+	+	+	+	5/10
Cross VD	7.46	8.44	7.46	9.08	4cyl 1364cc	5M	67	170	na	na	na	+	+	+	+	+	+	+	+	+	+	5/10



**Fortuner:** Brutal power and great value. Interiors are practical but not very well finished. Powerful engine though.

**TG Choice:** Despite two new variants, we would still stick to the old school 4x4 Manual.

**L:** 470.5cm **W:** 184cm **H:** 185cm **Boot:** na **Fuel Tank:** 80 litres, **Ground Clearance:** 22 cm **Also try:** Ford Endeavour, Honda CR-V, Chevrolet Captiva

4x4 Manual	23.41	22.93	23.36	28.74	4cyl 2982cc	5M	168	343	170	11.2	12	+	+	+	+	+	+	+	+	+	+	5/10
4x2 Auto	23.15	24.10	23.10	28.41	4cyl 2982cc	4A	168	360	na	na	na	+	+	+	+	+	+	+	+	+	+	5/10
4x2 Manual	22.78	24.50	22.11	27.21	4cyl 2982cc	5M	168	343	na	na	na	+	+	+	+	+	+	+	+	+	+	5/10



**Innova:** Incredible. Does absolutely everything, and does it with gusto. Also available in CNG variant for ₹85,000 extra.

**TG Choice:** VX 7S, as it comes with all the creature comforts, and captain seats at the back.

**L:** 455.5cm **W:** 177cm **H:** 176cm **Boot:** na **Fuel Tank:** 55 litres, **Ground Clearance:** 17.5cm **Also try:** Mahindra Scorpio, Tata Sumo Grande, Mahindra Xylo

GX 7S D	12.53	12.33	12.55	15.15	4cyl 2494cc	5M	100	200	na	na	na	+	+	+	+	+	+	+	+	+	+	6/10
GX 8S D	12.59	12.37	12.60	15.21	4cyl 2494cc	5M	100	200	na	na	na	+	+	+	+	+	+	+	+	+	+	6/10
VX 7S D	14.63	14.38	14.57	17.64	4cyl 2494cc	5M	100	200	na	na	na	+	+	+	+	+	+	+	+	+	+	6/10
VX 8S D	14.67	14.42	14.61	17.69	4cyl 2494cc	5M	100	200	na	na	na	+	+	+	+	+	+	+	+	+	+	6/10
Z	15.16	na	15.10	18.28	4cyl 2494cc	5M	100	200	na	na	na	+	+	+	+	+	+	+	+	+	+	6/10



**Land Cruiser Prado:** Big, thirsty and not ballerina-like on-road, but a great SUV despite that.

Build: Import

**TG Choice:** Try the Mitsubishi Montero, it's a better SUV on and off the road.

**L:** 478.0cm **W:** 188.5cm **H:** 188cm **Boot:** 620 litres **Fuel Tank:** 87 litres, **Ground Clearance:** 22cm **Also try:** Mitsubishi Montero, Volvo XC 90

Prado	86.14	84.87*	85.87	98.51	4cyl 2982cc	5A	170	410	na	na	na	+	+	+	+	+	+	+	+	+	+	5/10
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**Land Cruiser:** Bigger, thirstier version of the Prado, with a V8. The best off-roader that money can buy.

Build: Import

**TG Choice:** Comes with a long list of features to choose from, only one engine option, the V8 diesel.

**L:** 495cm **W:** 187 cm **H:** 186.5cm **Boot:** na **Fuel Tank:** 83 litres, **Ground Clearance:** 22cm **Also try:** Mercedes GL-Class, Audi Q7

V8	115	85*	115.5	103	8cyl 4461cc	6A	261	650	na	11.4	na	+	+	+	+	+	+	+	+	+	+	6/10
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**Prius:** Toyota gets its green face to India at a price. Well, who said going green was cheap?

Build: Import

**TG Choice:** Any variant you choose, you'll have done your bit for Mother Nature.

**L:** 446cm **W:** 174.5cm **H:** 152.5cm **Boot:** na **Fuel Tank:** 45 litres, **Ground Clearance:** NA **Also try:** Nothing yet.

Z3	27	30.7	27	32	4cyl 1798cc	6A	98	149	na	na	na	+	+	+	+	+	+	+	+	+	+	6/10
Z4	28	32.22	28	34	4cyl 1798cc	6A	98	149	na	na	na	+	+	+	+	+	+	+	+	+	+	6/10



## VOLKSWAGEN

**Dealers** 110 **Warranty** 2yrs/ unlimited km **Website** www.volkswagen.co.in  
Company description: The international giant has been getting good response in India, thanks to German engineering with an affordable pricetag.

**India sales in 2014:** na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)

**TG Awards:** Saloon car of the year 2010: Vento  
'The Vento is a handsome looking sedan whose visual appeal has every bit of the classy VW oomph'

**Jetta:** More than just a bigger Vento, even if some equipment is missing.

Build: Assembled

**TG Choice:** Highline AT, pity there's no auto in the other variants.

**L:** 464.4cm **W:** 177.7 cm **H:** 145.3cm **Boot:** na **Fuel Tank:** 55 litres, **Ground Clearance:** 13.9cm **Also try:** Toyota Corolla Altis

Trendline	14.37	16.40	14.31	19.01	4cyl 1968cc	6M	139	320	206	na	na	+	+	+	+	+	+	+	+	+	+	5/10
Comfortline	15.79	18	15.72	20.09	4cyl 1968cc	6M	139	320	187	na	na	+	+	+	+	+	+	+	+	+	+	5/10
Highline	17.36	19.80	17.29	23.01	4cyl 1968cc	6M	139	320	187	na	na	+	+	+	+	+	+	+	+	+	+	5/10
Highline AT	18.18	20.68	18.10	24.02	4cyl 1968cc	6A	139	320	187	10.1	10	+	+	+	+	+	+	+	+	+	+	5/10
Trendline P	13.84	13.60*	13.84	15.09	4cyl 1390cc	6M	121	200	na	na	na	+	+	+	+	+	+	+	+	+	+	6/10
Comfortline P	15.33	15.07*	15.33	17.06	4cyl 1390cc	6M	121	200	na	na	na	+	+	+	+	+	+	+	+	+	+	6/10



**Phaeton:** Another big German luxury saloon without the snob value. Great if you can live with the VW badge.

Build: Import

**TG Choice:** Only reason you want one is to be different from the crowd, but a Merc is still a better bet.

**L:** 517.5cm **W:** 190.3 cm **Boot:** na **Fuel Tank:** na, **Ground Clearance:** 12.8cm **Also try:** BMW 7 Series, Audi A8, Mercedes S-Class

Phaeton	78	86.8	76.96	95.7	6cyl 3597cc	6A	276	370	245	8.4	na	+	+	+	+	+	+	+	+	+	+	4/10
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Buyers Guide continued ▶



TOPGEAR  
NEW CAR GUIDE

◀ Volkswagen continued

Price				Numbers							Features										
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp.)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING

**Polo:** Smart, sophisticated, German. Sticks to all the norms and is affordable too.**TG Choice:** The GT TSI is our pick of the lot.**L:** 397cm **W:** 168.2cm **H:** 146.9cm **Boot:** 280 litres **Fuel Tank:** 45 litres, **Ground Clearance:** 16.8cm **Also try:** Hyundai i20, Honda Jazz, Fiat Punto, Maruti Swift

1.2 Trendline P	4.57	6.05	4.6	5.79	3cyl 1198cc	5M	74	110	175	14.47	14.3	+	+	+	+	+	+	+	+	+	+	5/10
1.2 Comfortline P	5.1	6.69	5.1	6.40	3cyl 1198cc	5M	74	110	175	14.47	14.3	+	+	+	+	+	+	+	+	+	+	5/10
1.2 Highline P	6.04	7.38	6.1	7.01	3cyl 1198cc	5M	74	110	175	14.47	14.3	+	+	+	+	+	+	+	+	+	+	5/10
1.5 Trendline D	5.6	7.54	5.63	7.19	4cyl 1498cc	5M	88	230	160	13.6	14	+	+	+	+	+	+	+	+	+	+	6/10
1.5 Comfortline D	6.1	8.22	6.15	7.80	4cyl 1498cc	5M	88	230	160	13.6	14	+	+	+	+	+	+	+	+	+	+	6/10
1.5 Highline D	7.06	8.74	7.12	8.43	4cyl 1498cc	5M	88	230	160	13.6	14	+	+	+	+	+	+	+	+	+	+	6/10
1.2 GT TSI	na	9.50	na	na	4cyl 1197cc	7A	103	175	172	10.85	12.7	+	+	+	+	+	+	+	+	+	+	7/10
1.6 GT TDI	8.22	9.83	8.22	9.74	4cyl 1598cc	5M	103	250	180	10.27	13	+	+	+	+	+	+	+	+	+	+	7/10
Cross Polo	na	9.36	na	na	3cyl 1199cc	5M	74	180	na	15.66	15.9	+	+	+	+	+	+	+	+	+	+	5/10

**Vento:** Fantastic value for a VW sedan; tarmac-smothering ride and still a great looker.**TG Choice:** 1.5 Highline diesel, for German build quality with diesel economy.**L:** 438.4cm **W:** 169.9 cm **H:** 146.6cm **Boot:** 527 litres **Fuel Tank:** 55 litres, **Ground Clearance:** 16.8cm **Also try:** Hyundai Verna, Honda City, Maruti SX4, Fiat Linea, Ford Fiesta

1.2 TSI	na	11.83	na	11.56	4cyl 1197cc	7A	103	175	172	11.52	12.45	+	+	+	+	+	+	+	+	+	+	7/10
1.6 Trendline P	7.12	9.26	7	8.06	4cyl 1498cc	5M	103	153	185	na	na	+	+	+	+	+	+	+	+	+	+	6/10
1.6 Highline P	8.23	10.68	8.3	10.03	4cyl 1498cc	5M	103	153	185	na	na	+	+	+	+	+	+	+	+	+	+	6/10
1.5 Trendline D	8.12	10.48	8.06	10.00	4cyl 1498cc	5M	103	250	na	na	na	+	+	+	+	+	+	+	+	+	+	7/10
1.5 Highline D	9.23	12.04	9.31	11.08	4cyl 1498cc	5M	103	250	na	na	na	+	+	+	+	+	+	+	+	+	+	7/10
1.5 Comfortline D	9.05	11.16	9.01	10.08	4cyl 1498cc	5M	103	250	na	na	na	+	+	+	+	+	+	+	+	+	+	7/10
1.5 Comfortline D DSG	9.05	11.16	9.01	10.08	4cyl 1498cc	7A	103	250	na	11.5	15	+	+	+	+	+	+	+	+	+	+	7/10
1.5 Highline D DSG	9.05	11.16	9.01	10.08	4cyl 1498cc	7A	103	250	na	11.5	15	+	+	+	+	+	+	+	+	+	+	7/10

**VOLVO Dealers** 15 **Warranty** 2yrs/60,000km **Website** www.volvocars.com/in**Company description:** The company has been very subtle with its presence, just like its cars, but things are changing with the S60 and the XC60.**India sales in 2014:** na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)**TG Awards:** -**S60:** The S60 comes as a breath of fresh air; it's a comfortable tourer and a worthy adversary to the German trio.**Build:** Import**TG Choice:** Kinetic D5, comes pretty well equipped minus the leather seats.**L:** 463.5cm **W:** 209.7 cm **H:** 148.4cm **Boot:** 380 litres **Fuel Tank:** 67.5 litres, **Ground Clearance:** 13.6cm **Also try:** Audi A4, Merc C-Class, BMW 3 series, and perhaps a safety vault

D4 Kinetic	25.50	28.88	na	44.55	5cyl 1984cc	6A	160	400	220	9	11.2	+	+	+	+	+	+	+	+	+	+	7/10
D4 Summum	28.5	32.32	na	47.92	5cyl 1984cc	6A	163	400	220	9	11.2	+	+	+	+	+	+	+	+	+	+	6/10
D5 Summum	31.60	35.76	na	51.71	5cyl 2400cc	6A	211	440	230	8.1*	14.1*	+	+	+	+	+	+	+	+	+	+	7/10

**S80:** Stealth luxury car that promises top-flight comfort and safety, and decent dynamics. At a great price. **Build:** Import**TG Choice:** D5 is a good engine, S-Class luxury at E-Class price.**L:** 485.1cm **W:** 210 cm **H:** 149.3cm **Boot:** 480 litres **Fuel Tank:** 70 litres, **Ground Clearance:** 14.8cm **Also try:** Audi A6, BMW 5-Series, Mercedes-Benz E-Class

D4 Kinetic	33.90	38.32	na	na	5cyl 1984cc	6A	163	400	240	9.6	10.8	+	+	+	+	+	+	+	+	+	+	5/10
D4 Summum	na	na	na	57.57	5cyl 1984cc	6A	163	400	240	9.6	10.8	+	+	+	+	+	+	+	+	+	+	5/10
D5 Summum	40.00	45.19	na	62.28	5cyl 2400cc	6A	202	400	225	9	13.7	+	+	+	+	+	+	+	+	+	+	5/10

**XC60:** If you crash this car, you're either unfit to drive or you're running an insurance scam.**Build:** Import**TG Choice:** Comes with a long list of optional features.**L:** 464.4cm **W:** 163 cm **H:** 171.3cm **Boot:** 495 litres **Fuel Tank:** 70 litres, **Ground Clearance:** 21cm **Also try:** Audi Q5, BMW X3, Land Rover Freelander

D4 Kinetic	35.95	40.62	na	58.08	5cyl 2400cc	6A	160	400	220	10.5	10.2	+	+	+	+	+	+	+	+	+	+	5/10
D4 Summum	42.00	49.10	na	62	5cyl 2400cc	6A	211	440	200	7.8	11.1	+	+	+	+	+	+	+	+	+	+	6/10
D5 Summum	42.00	49.10	na	66.60	5cyl 2400cc	6A	211	440	200	7.8	11.1	+	+	+	+	+	+	+	+	+	+	6/10

**XC90:** Large, practical SUV that's very much at home on tarmac, and reasonably priced for what you get. **Build:** Import**TG Choice:** D5 just makes this sensible SUV even more sensible.**L:** 462.1cm **W:** 163.2 cm **H:** na **Boot:** 615 litres **Fuel Tank:** 70 litres, **Ground Clearance:** 21cm **Also try:** Mercedes-Benz M-Class, BMW X5, Audi Q7

D5 Summum	38	43.18	na	75.03	5cyl 2400cc	6A	202	400	225	9	13.7	+	+	+	+	+	+	+	+	+	+	5/10
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**V40 Cross Country:** Off-beat crossover looks rather good and is backed by strong driving dynamics. **Build:** Import**TG Choice:** Volvo isn't nice enough to give you options on the V40.**L:** 437cm **W:** 178.3 cm **H:** 145.8cm **Boot:** 335 litres **Fuel Tank:** 60 litres, **Ground Clearance:** na **Also try:** Mercedes-Benz B-Class, Mini Countryman D

D3	na	28.5*	na	44.22	5cyl 1984cc	6A	148	350	na	na	na	+	+	+	+	+	+	+	+	+	+	7/10
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TOPGEAR NEW BIKE GUIDE	Price				Numbers				Features										TG RATING
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pas beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch

Buyer Guide continued ▶



**BAJAJ** Dealers na Warranty na Website [www.bajajauto.com](http://www.bajajauto.com)

**Company description:** The Pulsar saw them shoot to fame and they've kept the momentum going with frequent updates.

**India sales in 2014:** na  
For full listings and data please visit: [www.topgear.com](http://www.topgear.com)

**TG Awards:** -

**Avenger:** The Eliminator with a Pulsar 220 DTS-i engine. It's swanky and seen as a true-blue affordable cruiser.

**L:** 201.2cm **Seat Height:** na **Wheelbase:** 127.1cm **Weight:** 129kg **Wheel size:** 17inches **Fuel tank:** 10litres **Also try:** The Enfield range 220

0.78	0.76	0.77	0.90	1cyl 220cc	5M	19.03	17.5	na	na	na	na	na	na	na	na	na	na	na	na	na
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5/10

**Discover:** Bajaj's salvo in the exec segment. Quite a looker if you opt for alloys and disc-brake variant.

**L:** 204cm **Seat Height:** 795 **Wheelbase:** 130.5cm **Weight:** 118kg **Wheel size:** 17inches **Fuel tank:** 8 litres **Also try:** Gladiator, Victor 125, Glamour

100 M	0.49	0.48	0.48	0.56	1cyl 102cc	4M	9.2	9.2	na	na	70	na	na	na	na	na	na	na	na	na
125 M	0.51	0.50	0.49	0.59	1cyl 124cc	5M	13	10.8	na	na	na	na	na	na	na	na	na	na	na	na
150 F	na	na	na	0.58	1cyl 145cc	5M	14.3	12.75	na	na	na	na	na	na	na	na	na	na	na	na
150 S	na	na	na	0.54	1cyl 145cc	5M	14.3	12.75	na	na	na	na	na	na	na	na	na	na	na	na



5/10

7/10

7/10

7/10

**Pulsar:** Arguably, India's most popular bike for those who crave power and flamboyance. Near-perfect bike, fast, fun and practical.

**L:** 203cm **Seat Height:** na **Wheelbase:** 132cm **Weight:** 137-150kg **Wheel size:** 17inches **Fuel tank:** 15litres **Also try:** Unicorn, CBZ X-treme, Apache

135 LS	0.60	0.58	0.59	0.69	1cyl 134cc	5M	13.5	11.4	na	na	35	na	na	na	na	na	na	na	na	na
150	0.67	0.66	0.67	0.76	1cyl 149cc	5M	15.06	12.5	na	na	52.6	na	na	na	na	na	na	na	na	na
180	0.70	0.69	0.70	0.81	1cyl 178cc	5M	17	14.22	na	na	45	na	na	na	na	na	na	na	na	na
220	0.83	0.81	0.82	0.95	1cyl 220cc	5M	21	19.2	na	na	35	na	na	na	na	na	na	na	na	na
200NS	0.86	0.84	0.85	0.99	1cyl 200cc	5M	23	18.3	na	na	na	na	na	na	na	na	na	na	na	na



6/10

4/10

4/10

5/10

7/10



**BMW** Dealers na Warranty na Website [www.motorrad-navitmotors.in](http://www.motorrad-navitmotors.in)

**Company description:** Today, Bavaria's famed two-wheeled company still makes their ever-lovin' boxer-engined monuments.

**India sales in 2013:** na  
For full listings and data please visit: [www.topgear.com](http://www.topgear.com)

**TG Awards:** **Superbike of the year 2011: BMW R1200GS**  
"The BMW R1200 GS spans the whole range of split personalities, from tyre burner to world traveller."

**Enduro:** A real-life legend. Will go on forever, taking a couple of armageddons in its stride.

**L:** 221/224cm **Seat Height:** 85/89cm **Wheelbase:** na **Weight:** 234/259kg **Wheel size:** 17inches **Fuel tank:** 20/33litres **Also try:** Ducati Multistrada

R 1200 GS	na	na	na	29.23*	2cyl 1170cc	6M	110	120	na	na	na	na	na	na	na	na	na	na	na	na
R 1200 GS Adventure	na	na	na	29.98*	2cyl 1170cc	6M	110	120	na	na	na	na	na	na	na	na	na	na	na	na



-

**Roadstar:** Hooliganism, the BMW way – pick a boxer or a more conventional inline-four.

**L:** 214/222cm **Seat Height:** 80/82cm **Wheelbase:** na **Weight:** 227/243kg **Wheel size:** 17inches **Fuel tank:** 18/19litres **Also try:** Honda CB1000R

R 1200 R	na	na	na	23.86*	2cyl 1170cc	6M	110	119	na	na	na	na	na	na	na	na	na	na	na	na
K 1300 R	na	na	na	26.88*	4cyl 1293cc	6M	173	140	na	na	na	na	na	na	na	na	na	na	na	na



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**Sport:** Quite simply, the best litre-bike there is.

**L:** 205cm **Seat Height:** 82cm **Wheelbase:** na **Weight:** 204kg **Wheel size:** 17inches **Fuel tank:** 17.5litres **Also try:** Honda CBR1000RR, Suzuki GSX-R 1000

S1000 RR	na	na	na	28.32*	4cyl 999cc	6M	193	112	na	na	na	na	na	na	na	na	na	na	na	na
K1300 S	na	na	na	28.10*	4cyl 1293cc	6M	172	140	na	na	na	na	na	na	na	na	na	na	na	na



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**Tour:** Long-range missiles. The only question is, two cylinders or six?

**L:** 223cm **Seat Height:** 82cm **Wheelbase:** na **Weight:** 263kg **Wheel size:** 17inches **Fuel tank:** 25litres **Also try:** Suzuki Hayabusa

K 1600 GT	na	na	na	35.78*	6cyl 1649cc	6M	158	175	na	na	na	na	na	na	na	na	na	na	na	na
K 1600 GTL	na	na	na	39.19*	6cyl 1649cc	6M	158	175	na	na	na	na	na	na	na	na	na	na	na	na



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**HARLEY-DAVIDSON** Dealers 5 Warranty na Website [www.harley-davidson.in](http://www.harley-davidson.in)

**Company description:** They define cruisers. Local assembly has allowed them to drop prices and made their bikes even more appealing.

**India sales in 2013:** na  
For full listings and data please visit: [www.topgear.com](http://www.topgear.com)

**TG Awards:** **Most Improved Bike of the Year 2014: NightRod Special**  
"The scale of improvements in this Harley is massive, yet as effortless as a comfortable cruise."

**Dyna:** This one's on a diet and has all unnecessary weight sawed off. Great if you aren't much of a fan of bulky tourers

**L:** 235.7cm **Seat Height:** 64.7cm **Wheelbase:** 163cm **Weight:** 302.5kg **Wheel size:** 19inches **Fuel tank:** 17litres **Also try:** Sporter range, Honda CB 1000R, Yamaha

Street Bob	10.38	10.20	10.38	11.92	2cyl 1585cc	6M	na	126	na	na	na	na	na	na	na	na	na	na	na	na
Super Glide Custom	11.93	11.73	11.93	13.66	2cyl 1585cc	6M	na	126	na	na	na	na	na	na	na	na	na	na	na	na
Fat Bob	13.04	12.82	13.04	14.90	2cyl 1585cc	6M	na	126	na	na	na	na	na	na	na	na	na	na	na	na



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**Softail:** Must have one for all Arnie/Terminator fans. Lots of chrome and scope for customisation, not necessarily a comfortable ride.

**L:** 240cm **Seat Height:** 70cm **Wheelbase:** 164cm **Weight:** 328kg **Wheel size:** 17inches **Fuel tank:** 19litres **Also try:** Suzuki Intruder, DYNA range.

Fatboy	15.10	14.84	15.10	17.19	2cyl 1198cc	6M	na	118	na	na	na	na	na	na	na	na	na	na	na	na
Heritage Classic	16.47	16.19	16.47	18.72	2cyl 1198cc	6M	na	118	na	na	na	na	na	na	na	na	na	na	na	na



7/10

8/10

TOPGEAR NEW BIKE GUIDE	Price				Numbers							Features										TG RATING
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch			
◀ Harley-Davidson continued																						

**Sportster:** Still short, sharp-handling motorcycle, although bigger = more power, Always a good thing.

**L:** 218cm **Seat Height:** 99cm **Wheelbase:** 152cm **Weight:** 254kg **Wheel size:** 19inches **Fuel tank:** 12litres **Also try:** Honda CB 1000R, DYNA range.sx

Super Low	5.95	5.85	5.95	6.69	2cyl 883cc	6M	na	69	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
Iron 883	6.75	6.64	6.75	7.86	2cyl 883cc	5M	na	69	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
Forty Eight	8.82	8.67	8.82	10.17	2cyl 1202cc	5M	na	95	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	-



**Street:** H-D's entry motorcycle that looks like a scaled down Night-Rod Special, rides like a mini hot-rod too

**L:** 222.5cm **Seat Height:** na **Wheelbase:** 153.5cm **Weight:** 222kg **Wheel size:** na **Fuel tank:** 13.1litres **Also try:** Hyosung Aquila GV 650.

Street 750	4.17	4.10	4.17	4.92	2cyl 749cc	6M	na	60	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
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**Touring:** It's quite literally what the name suggests. You can slap on a lot of touring gear to lug around your house with you.

**L:** 241cm **Seat Height:** 80cm **Wheelbase:** 161cm **Weight:** 368kg **Wheel size:** 18inches **Fuel tank:** 22litres **Also try:** Heritage Classic, Ultra Classic.

Street Glide	29.51	29	29.51	32.72	2cyl 1198cc	6M	na	118	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
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**V-Rod:** HD fans have Porsche to thank for this one. One high-revving, smooth-pulling power cruiser, if that's your thing.

**L:** 244cm **Seat Height:** 67.5cm **Wheelbase:** 170cm **Weight:** 302kg **Wheel size:** 19inches **Fuel tank:** 18.9litres **Also try:** Ducati Diavel, Yamaha V-Max

NightRod Special	22.13	21.75	22.13	24.62	2cyl 1247cc	6M	na	111	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
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**HERO** Dealers na **Warranty** 5 years **Website** www.heromotocorp.com

**Company description:** 'The Honda name has been striked out. Now its Hero vs Honda as the Japanese bike maker tries to grab market share from its old ally.

**India sales in 2013:** na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)

**TC Awards:** -

**CBZ Extreme:** There's nothing understated about the bike's looks, quite unlike its predecessor.

**L:** 201.2cm **Seat Height:** 79.5cm **Wheelbase:** 127.1cm **Weight:** 129kg **Wheel size:** 17inches **Fuel tank:** 12.4litres **Also try:** Unicorn, Pulsar 150, Apache

	0.70	0.71	0.70	0.83	1cyl 149cc	5M	14.4	12.8	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	3/10
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**Hunk:** Hero's third variant in the 150cc category. We wonder whether the name makes sense at all

**L:** 208cm **Seat Height:** 79.5cm **Wheelbase:** 132cm **Weight:** 146kg **Wheel size:** 17inches **Fuel tank:** 12.4litres **Also try:** Unicorn, Pulsar 150, Apache

	0.70	0.69	0.70	0.83	1cyl 149cc	5M	14.4	12.8	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	3/10
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**Ignitor:** This is Hero's attempt at stunning you. Looks a bit different, offers more features than the Stunner.

**L:** 201cm **Seat Height:** 109.5cm **Wheelbase:** 127cm **Weight:** 129kg **Wheel size:** 17inches **Fuel tank:** na **Also try:** Honda CBF Stunner

	0.60	0.59	0.60	0.72	1cyl 124cc	5M	11	11	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	4/10
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**Impulse:** The only option if you like it dirty.

**L:** 210cm **Seat Height:** 83.5cm **Wheelbase:** 136cm **Weight:** 134kg **Wheel size:** 10inches **Fuel tank:** 11.1litres **Also try:** Unicorn, Pulsar 150, Apache

	0.70	0.68	0.70	0.82	1cyl 149cc	5M	13	13.4	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
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**Karizma:** The only challenger to the Pulsar 220 DTS-i. Finally gets a much-needed facelift and fuel-injection system.

**L:** 212cm **Seat Height:** 79.5cm **Wheelbase:** 135 **Weight:** 150kg **Wheel size:** 18inches **Fuel tank:** 12litres **Also try:** Pulsar 220 DTS-i, Yamaha YZF R-15

Karizma R	0.79	0.78	0.79	0.94	1cyl 223cc	5M	17.6	18.3	125	3.8	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
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ZMR Fi	0.99	0.97	0.99	1.16	1cyl 223cc	5M	17.6	18.3	126	3.7	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
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**Maestro:** A testosterone-charged scooter aimed at men. Big size and proven mechanicals. If it doesn't apply to you, look below.

**L:** 178cm **Seat Height:** 77cm **Wheelbase:** 124 **Weight:** 110 **Wheel size:** 10inches **Fuel tank:** 5.3litres **Also try:** Honda Activa, Mahindra Duro, TVS Wego

	0.49	0.46	0.48	0.59	1cyl 109cc	V	8	9.1	na	na	43.6	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
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**Passion:** A facelifted effort which is still chugging along? The passion is all lost but the will to move on is in abundance.

**L:** 198cm **Seat Height:** 78.5cm **Wheelbase:** 123cm **Weight:** 116kg **Wheel size:** 18 inches **Fuel tank:** 12litres **Also try:** Platina, Discover

X Pro	0.53	0.52	0.53	0.64	1cyl 109cc	4M	12	9.4	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	2/10
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Pro	0.51	0.50	0.51	0.61	1cyl 97cc	4M	10.5	7.95	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	2/10
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**Pleasure:** Hero's first automatic scooter is aimed at women only! And women are buying it with pleasure.

**L:** 175cm **Seat Height:** 76.5 **Wheelbase:** 124.1 **Weight:** 104kg **Wheel size:** 10inches **Fuel tank:** 5 litres **Also try:** Activa, Dio, Wave, Kinetic 4S

	0.46	0.42	0.44	0.53	1cyl 102cc	V	7	7.8	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
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**HONDA** Dealers na **Warranty** na **Website** www.honda2wheelersindia.com

**Company description:** Japanese giants have decided to go the full hog themselves and have motorcycles in every segment.

**India sales in 2013:** na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)

**TC Awards:** **Bike of the year 2011: CBR250R**  
'The Honda CBR250R gets everything right - all of it. Yes, even the price.'

**Activa:** Bland styling that now looks dated in the face of fresher competition. You could swear on its quality and reliability though.

**L:** 176cm **Seat Height:** 76cm **Wheelbase:** 123cm **Weight:** 102kg **Wheel size:** 10inches **Fuel tank:** 5.3litres **Also try:** Dio, Nova 135, Kristal, Pleasure, Access

Activa 125	na	na	na	0.68	1cyl 124.9cc	V	8.6	10.12	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
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Activa	0.49	0.45	0.48	0.60	1cyl 109cc	V	8	9	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
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TOPGEAR NEW BIKE GUIDE	Price				Numbers				Features												TG RATING
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch		
◀ Honda continued																					
Activa i	0.46	0.42	0.45	0.51	1cyl 109cc	V	8	9	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	5/10	
<b>Aviator:</b> Just like the Dio, it uses the same engine as in the Activa. But all-new bodywork that's supposed to appeal to men. Really?																					
<b>L:</b> 180cm <b>Seat Height:</b> 79cm <b>Wheelbase:</b> 125cm <b>Weight:</b> 120kg <b>Wheel size:</b> 12inches <b>Fuel tank:</b> 6litres <b>Also try:</b> Activa, Dio, Kristal, Access																					
DLX	0.55	0.52	0.55	0.61	1cyl 109cc	V	8	8.77	na	na	na	✓	✓	✗	✗	✗	✗	✗	✗	6/10	
<b>CB 1000R:</b> The most pocket friendly and usable litre bike that you can buy today. Crazy single-side swingarm takes the cake																					
<b>L:</b> 210.5cm <b>Seat Height:</b> 82.5cm <b>Wheelbase:</b> 144.5cm <b>Weight:</b> 217kg <b>Wheel size:</b> 17inches <b>Fuel tank:</b> 17liquids <b>Also try:</b> Ducati Monster, Yamaha MT01																					
1000R	na	11.99	na	14.13	4cyl 998cc	6M	123.3	100	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	8/10	
<b>CB Shine:</b> It's now got a fair bit of 'shine' with bits like alloy wheels, electric start and sporty decals.																					
<b>L:</b> 201.5cm <b>Seat Height:</b> na <b>Wheelbase:</b> 126cm <b>Weight:</b> 122kg <b>Wheel size:</b> 12inches <b>Fuel tank:</b> 11litres <b>Also try:</b> Discover 125, Victor, Super Splendor.																					
	0.57	0.53	0.56	0.63	1cyl 124.6cc	4	10.3	10.5	na	5.3	65	✗	✗	✓	✗	✗	✗	✗	✗	4/10	
<b>CB Trigger:</b> Honda takes another shot at the urban buyer in the 150cc segment																					
<b>L:</b> 204.5cm <b>Seat Height:</b> na <b>Wheelbase:</b> 132.5cm <b>Weight:</b> 138 <b>Wheel size:</b> 17inches <b>Fuel tank:</b> 12litres <b>Also try:</b> Bajaj Pulsar 150, Yamaha Fazer																					
	0.78	0.74	0.77	0.87	1cyl 149cc	5M	14	12.5	na	na	na	✓	✗	✗	✗	✓	✗	✗	✗	5/10	
<b>CB Unicorn:</b> Still the best powertrain in the business and boasts extremely good quality.																					
<b>L:</b> 209.5cm <b>Seat Height:</b> na <b>Wheelbase:</b> 134cm <b>Weight:</b> 146kg <b>Wheel size:</b> 17inches <b>Fuel tank:</b> 13litres <b>Also try:</b> Pulsar 150, CBZ X-Treme, Apache																					
CB Unicorn	0.66	0.62	0.66	0.74	1cyl 149cc	5	13.3	12.8	101	5	60	✓	✓	✓	✓	✓	✓	✓	✗	4/10	
<b>CB Unicorn 160:</b> The trusty Honda, now available with a bigger 160cc motor.																					
<b>L:</b> 204.5cm <b>Seat Height:</b> na <b>Wheelbase:</b> 132.4cm <b>Weight:</b> 135kg <b>Wheel size:</b> 17inches <b>Fuel tank:</b> 12litres <b>Also try:</b> TVS Apache 160																					
Std	na	0.69	na	na	1cyl 162cc	5	14.5	14.6	na	5	60	✓	✓	✓	✓	✓	✓	✓	✗	8/10	
CBS	na	0.74	na	na	1cyl 162cc	5	14.5	14.6	na	5	60	✓	✓	✓	✓	✓	✓	✓	✗	8/10	
<b>CBF Stunner:</b> A performance bike packed in a 125cc bike? Take that with a pinch of salt. Looks sporty though.																					
<b>L:</b> 201.2cm <b>Seat Height:</b> na <b>Wheelbase:</b> 127.1cm <b>Weight:</b> 129kg <b>Wheel size:</b> 17inches <b>Fuel tank:</b> 10litres <b>Also try:</b> Gladiator SS, Discover, Glamour, Flame																					
Stunner	0.58	0.55	0.58	0.65	1cyl 125cc	5	11	11	na	5.2	na	✗	✓	✗	✗	✓	✗	✗	✗	5/10	
<b>CBR:</b> The 250 has been around for sometime and now you get it in 150 too!																					
<b>L:</b> 200cm <b>Seat Height:</b> na <b>Wheelbase:</b> 136.7cm <b>Weight:</b> 138kg <b>Wheel size:</b> 17inches <b>Fuel tank:</b> 13litres <b>Also try:</b> Ninja 300, Yamaha YZF R15 2.0																					
150R	1.22	1.17	1.21	1.36	1cyl 149cc	6M	18	13	na	na	na	✓	✓	✗	✓	✓	✓	✗	✗	5/10	
250R STD	1.57	1.52	1.57	1.75	1cyl 249cc	6M	25	22.9	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	7/10	
250R ABS	1.85	1.80	1.85	2.07	1cyl 249cc	6M	25	22.9	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	-	
<b>CBR 1000RR:</b> Another insanely quick bike to tear up our roads.																					
<b>L:</b> 208cm <b>Seat Height:</b> 82cm <b>Wheelbase:</b> na <b>Weight:</b> 199kg <b>Wheel size:</b> 17inches <b>Fuel tank:</b> 17 litres <b>Also try:</b> Suzuki GSX 1000R, Yamaha R1																					
1000RR	na	15.46	na	18.13	4cyl 999cc	6M	175.6	112	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	7/10	
<b>Dio:</b> The refreshingly new Dio is a stunner (heh heh). One of the best lookers in the country, though it needs more firepower.																					
<b>L:</b> 176cm <b>Seat Height:</b> 76cm <b>Wheelbase:</b> 123cm <b>Weight:</b> 102kg <b>Wheel size:</b> 10inches <b>Fuel tank:</b> 6litres <b>Also try:</b> Activa, Nova 135, Kristal, Pleasure, Accesskg																					
	0.47	0.43	0.46	0.52	1cyl 109cc	V	8	8.77	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	7/10	
<b>Dream:</b> Honda's attack deep into Hero territory. Wing riding for the commuter.																					
<b>L:</b> 202.2/2009cm <b>Seat Height:</b> na <b>Wheelbase:</b> 128.5/125.8cm <b>Weight:</b> 108/105kg <b>Wheel size:</b> 18inches <b>Fuel tank:</b> 8litres <b>Also try:</b> Hero Splendor																					
CD 110	na	0.41	na	na	1cyl 109cc	4M	8.25	8.63	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	-	
Neo	0.46	0.45	0.46	0.53	1cyl 109cc	4M	8.25	8.63	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	5/10	
Yuga	0.50	0.47	0.50	0.56	1cyl 109cc	4M	8.25	8.63	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	6/10	
<b>Gold Wing:</b> The ultimate touring machine is here. You can also have one equipped with an airbag!																					
<b>L:</b> na <b>Seat Height:</b> 73.9cm <b>Wheelbase:</b> 168.9cm <b>Weight:</b> 421kg <b>Wheel size:</b> 18(f), 16(r) inches <b>Fuel tank:</b> 25 litres <b>Also try:</b> Indian Chief Vintage																					
Audio Comfort	na	28.50	na	na	6cyl 1832cc	5M	117	167	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	-	
Airbag	na	31.50	na	na	6cyl 1832cc	5M	117	167	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	-	
<b>Twister:</b> Honda's entry into the high volume 100cc segment. Hero MotoCorp had better watch out.																					
<b>L:</b> 197.2cm <b>Seat Height:</b> na <b>Wheelbase:</b> 125.2cm <b>Weight:</b> 108kg <b>Wheel size:</b> 17 inches <b>Fuel tank:</b> 8litres <b>Also try:</b> Bajaj Discover DTS-i 100, Hero Honda Splendor NXG																					
	0.53	0.50	0.53	0.60	1cyl 109cc	4M	9	9	na	na	na	✓	✗	✗	✗	✓	✗	✗	✗	4/10	
<b>VFR:</b> Brilliant all-rounder, the V4 engine and the dual-clutch transmission makes this bike extra special.																					
<b>L:</b> 225cm <b>Seat Height:</b> 81.5cm <b>Wheelbase:</b> 154.5cm <b>Weight:</b> 267kg <b>Wheel size:</b> 17inches <b>Fuel tank:</b> 18.5litres <b>Also try:</b> Yamaha V-Max, Suzuki Hayabusa																					
1200F	na	17.62	na	20.60	4cyl 1237cc	6M	170	129	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	6/10	
<b>VT 1300 CX:</b> Honda's only cruiser for India.																					
<b>L:</b> 257cm <b>Seat Height:</b> 67.8cm <b>Wheelbase:</b> 180.5cm <b>Weight:</b> 303kg <b>Wheel size:</b> 21/18inches <b>Fuel tank:</b> 12.8litres <b>Also try:</b> Harley Davidson V-Rod																					
1300CX	na	13.99	na	16.66	2cyl 1312cc	5M	57	107	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	-	

Buyers Guide continue

Buyers Guide continued ▶

TOPGEAR NEW BIKE GUIDE	Price				Numbers							Features							TG RATING
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pas beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	
◀ Buyers Guide continued																			



**HYOSUNG** Dealers 2 Warranty na Website [www.dskhyosung.com](http://www.dskhyosung.com)

**Company description:** The Korean manufacturer tries to give the same thrills as its Japanese and American rivals at a more affordable price.

**India sales in 2013:** na  
For full listings and data please visit: [www.topgear.com](http://www.topgear.com)

**TG Awards:** **Surprise of the Year 2014: Hyosung Aquila Pro**  
'A fitting Korean reply to the idea that only the Japanese and the Americans can make cruisers to fall for.'

### Aquila 650: A V-twin 650cc cruiser that offers bling, power and value for money

**L:** 243cm **Seat Height:** 70.5cm **Wheelbase:** 144.5cm **Weight:** 218kg **Wheel size:** 17inches **Fuel tank:** 16litres **Also try:** Harley-Davidson Super Low

650	5.35	5.08	5.17	6.15	2cyl 647cc	5M	74	62.1	na	na	23	✓	✓	✓	✓	✓	✓	✗	✓	6/10
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### GT: A poser's bike for all those who want a looker and could not care less about performance

**L:** 206cm **Seat Height:** 78cm **Wheelbase:** 144.5cm **Weight:** 171kg **Wheel size:** 17inches **Fuel tank:** 8litres **Also try:** Ninja 300.

250R	2.82	2.75	2.78	3.17	2cyl 249cc	5M	28	22.6	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	4/10
650R	4.91	4.63	4.71	5.60	2cyl 647cc	6M	72.7	61	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	5/10



### GT N: The more fun, naked version of the GT650R, the GT650N is a perfect ride for the city.

**L:** 209cm **Seat Height:** NA **Wheelbase:** 144.5cm **Weight:** 196kg **Wheel size:** NA **Fuel tank:** NA **Also try:** Ninja 300.

650N	4.06	3.73	3.80	4.52	2cyl 647cc	6M	72.7	61	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	6/10
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### ST7: It's hard to see why someone would pick the ST7 over a Harley, unless Hyosung offers a solid bargain.

**L:** 247cm **Seat Height:** 76.2cm **Wheelbase:** 169cm **Weight:** 244 **Wheel size:** 16inches **Fuel tank:** 18litres **Also try:** Sportster XL 883 L

ST7	6.10	5.79	5.89	6.87	2cyl 678cc	6M	61.6	57.3	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	5/10
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**INDIAN** Dealers na Warranty na Website <http://www.indianmotorcycle.com>

**Company description:** The oldest American motorcycle brand comes to India to take on its oldest American rival.

**India sales in 2013:** na  
For full listings and data please visit: [www.topgear.com](http://www.topgear.com)

**TG Awards:** -

### Chief Classic: A genuine alternative to a Harley with classic looks and a torquey engine, though the pricing could've been better.

**L:** 263cm **Seat Height:** 66cm **Wheelbase:** 173cm **Weight:** 370kg **Wheel size:** 16inches **Fuel tank:** 20.8litres **Also try:** Harley-Davidson Super Low

Classic	na	26.5*	na	na	2cyl 1811cc	6M	na	138.9	na	na	na	✓	✗	✓	✓	✓	✓	✗	✓	7/10
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### Chief Vintage: If you are into leathers. If you know what we mean.

**L:** 263cm **Seat Height:** 66cm **Wheelbase:** 173cm **Weight:** 379kg **Wheel size:** 16inches **Fuel tank:** 20.8litres **Also try:** Harley-Davidson Street Bob

Vintage	na	29.5*	na	na	2cyl 1811cc	6M	na	138.9	na	na	na	✓	✗	✓	✓	✓	✓	✗	✓	-
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### Chieftain: A powerful motorcycle which comes with a fairing to stop those wind blasts for comfortable rides.

**L:** 257.1cm **Seat Height:** 66cm **Wheelbase:** 166.8cm **Weight:** 385kg **Wheel size:** 16inches **Fuel tank:** 20.8litres **Also try:** Harley-Davidson Fat Bob

Chieftain	na	33*	na	na	2cyl 1811cc	6M	na	138.9	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	-
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### Scout: The smallest new Indian motorcycle, the Scout is here to take the fight to Harley's Dyna range.

**L:** 231cm **Seat Height:** 63.5cm **Wheelbase:** 156.2cm **Weight:** 253kg **Wheel size:** 16inches **Fuel tank:** 12.5litres **Also try:** Harley-Davidson Dyna range

Chieftain	na	11.99*	na	na	2cyl 1133cc	6M	100	97.7	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	-
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**KAWASAKI** Dealers na Warranty 2 years/30,000kms Website [www.bajajauto.com](http://www.bajajauto.com)

**Company description:** Reviving an old partnership with Bajaj has seen them return to India. They are playing it safe but may be too safe for their own good.

**India sales in 2013:** na  
For full listings and data please visit: [www.topgear.com](http://www.topgear.com)

**TG Awards:** **Exotic Bike of the Year 2014: Kawasaki Ninja ZX10R**  
'If the Green Lantern ever wants to use the ring's power to create a bike of his own, the result will surely be the Kawasaki Ninja ZX-10R.'

### ER-6N: A middleweight naked bike based on the Ninja 650R that's primed to take on Triumph's Street Triple.

**L:** 211cm **Seat Height:** 80.5cm **Wheelbase:** 141cm **Weight:** 204kg **Wheel size:** 17inches **Fuel tank:** 16litres **Also try:** Triumph Street Triple

ER-6N	na	4.78	na	na	2cyl 649cc	6M	71	64	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	-
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### Ninja: Handles like an R15, comfort levels as good as a Karizma and more power than both put together.

**L:** 208.5cm **Seat Height:** 76.2cm **Wheelbase:** 139.9cm **Weight:** 172kg **Wheel size:** 17inches **Fuel tank:** 18litres **Also try:** Three Karizma ZMRs

300	3.44	3.38	3.44	3.80	2cyl 296cc	6M	39	27	na	6.7	21.5	✓	✓	✓	✓	✓	✓	✗	✓	7/10
650R	5.00	4.92	5.00	5.53	2cyl 649cc	6M	72	64	na	6.7	17.3	✓	✓	✓	✓	✓	✓	✗	✓	7/10
1000	na	12.5	na	na	4cyl 1043cc	6M	140	111	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	7/10
ZX 10R	na	15.70	na	na	4cyl 998cc	6M	197	112	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	9/10
ZX 14R	na	16.90	na	na	4cyl 1441cc	6M	210	162.5	300	2.6	16.7	✓	✓	✓	✓	✓	✓	✗	✓	9/10



### Z250: The Ninja 250 that's been stripped down to create a stunning street bike. Expensive, but hey, an extra cylinder costs money.

**L:** 201cm **Seat Height:** 78.5cm **Wheelbase:** 140cm **Weight:** 168kg **Wheel size:** 17inches **Fuel tank:** 17litres **Also try:** Suzuki Inazuma

	na	2.99	na	na	2cyl 249cc	6M	31.5	21	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	-
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# TOPGEAR NEW BIKE GUIDE

◀ Kawasaki continued

Price				Numbers						Features								TG RATING
Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch

**Z800:** If the mighty Z1000 is too powerful for you, the Z800 is the perfect choice.

**L:** 210cm **Seat Height:** 83.4cm **Wheelbase:** 144.5cm **Weight:** 231kg **Wheel size:** 17inches **Fuel tank:** 17litres **Also try:** Ducati Monster 795

na	7.90	na	na	4cyl 806cc	6M	111.3	83	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	8/10
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**Z1000:** With looks that could sear the soul, the Z1000 is a naked bike that you absolutely want. Immensely powerful inline-four adds the 'X-factor'.

**L:** 204.5cm **Seat Height:** 81.5cm **Wheelbase:** 143.5cm **Weight:** 221kg **Wheel size:** 17inches **Fuel tank:** 17litres **Also try:** Honda CB1000R, Yamaha FZ-1

Z1000	na	12.50	na	na	4cyl 1043cc	6M	140	111	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	7/10
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**KTM Dealers** na **Warranty** 2years/30,000kms **Website** www.bajajauto.com

**Company description:** Hooligans par excellence come to India, courtesy Bajaj, and bring along their unparalleled sense of mayhem.

**India sales in 2013:** na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)

**TG Awards:** **Readers' Choice Bike of the Year 2014 + Bike of the Year 2014: KTM 390 Duke**  
'Bike of the year twice in a row? Sounds tough, but the Duke just did it.'

**Duke:** True to its heritage, the Duke 200 is a machine that is easily swayed into almost anti-social antics. Top shelf parts and value for money

**L:** na **Seat Height:** 81cm **Wheelbase:** 136.1cm **Weight:** 125kg **Wheel size:** 17inches **Fuel tank:** 10.5litres **Also try:** Pulsar 200NS

200	1.32	1.30	1.33	1.47	1cyl 199.5cc	6M	25.5	19	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	8/10
390	1.83	1.80	1.84	2.04	1cyl 373.2cc	6M	43	35	na	na	33	✓	✓	✓	✓	✓	✓	✗	✓	9/10



**RC:** KTM decided to take the Duke brothers racing, and so, with some help from the KTM Moto3 team, the RCs were born.

**L:** na **Seat Height:** 82cm **Wheelbase:** 134cm **Weight:** 137-147kg **Wheel size:** 17inches **Fuel tank:** 10litres **Also try:** Becoming a Moto3 rider

200	na	1.60	na	na	1cyl 199.5cc	6M	25.5	19	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	-
390	na	2.05	na	na	1cyl 373.2cc	6M	43	35	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	-



**MAHINDRA Dealers** na **Warranty** na **Website** www.mahindra2wheelers.com

**Company description:** After buying the defunct Kinetic motors, Mahindra has taken its first step into the highly competitive two-wheeler market.

**India sales in 2013:** na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)

**TG Awards:** -

**Centuro:** Loaded with a list of features that are a first in its class.

**L:** 203cm **Seat Height:** na **Wheelbase:** 126.5cm **Weight:** 120kg **Wheel size:** 18inches **Fuel tank:** 12.7litres **Also try:** Honda Dream Yuga

0.45	0.56	0.48	0.59	1cyl 106.7cc	4M	8.4	8.5	na	na	na	✓	✓	✓	✓	✓	✗	✓	✗	4/10
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**Duro DZ:** The all-new Duro, well not all that new. Remember the Kinetic Nova?

**L:** 181.9cm **Seat Height:** 78cm **Wheelbase:** 127cm **Weight:** 114kg **Wheel size:** 10inches **Fuel tank:** 6.5litres **Also try:** Honda Activa, Suzuki Access

0.47	0.43	0.46	0.52	1cyl 124cc	V	8	9	80	na	45	✓	✗	✗	✗	✗	✗	✗	✗	✗	5/10
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**Flyte:** Inherited from the erst while Kinetic-SYM collaboration.

**L:** 179cm **Seat Height:** 76cm **Wheelbase:** 126cm **Weight:** 105kg **Wheel size:** 10inches **Fuel tank:** 5litres **Also try:** Honda Activa, Suzuki Access

0.41	0.41	0.42	0.57	1cyl 124cc	V	8	9	80	na	45	✓	✗	✗	✗	✗	✗	✗	✗	✗	3/10
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**Gusto:** Mahindra's first all-new scooter. Developed in Pune, styled in Italy. A decent alternative to other offerings.

**L:** 179cm **Seat Height:** 76cm **Wheelbase:** 126cm **Weight:** 105kg **Wheel size:** 10inches **Fuel tank:** 5litres **Also try:** Honda Activa, TVS Jupiter

Dx	na	0.43	na	0.45*	1cyl 110cc	V	8	9	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	5/10
Vx	na	0.47	na	0.49*	1cyl 110cc	V	8	9	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	5/10



**Pantero:** The Mahindra manages to impress with little value features that are usually not seen in this segment.

**L:** 200cm **Seat Height:** 80.5cm **Wheelbase:** 126.5cm **Weight:** 120kg **Wheel size:** 18inches **Fuel tank:** 13.7litres **Also try:** Bajaj Discover 100T

na	0.43	0.44	0.49	1cyl 106.7cc	4M	8.4	8.5	na	na	49	✗	✗	✗	✗	✓	✗	✓	✗	✗	5/10
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**Rodeo RZ:** More focused on youngsters. Takes on the likes of Activa, Dio.

**L:** 179cm **Seat Height:** 76cm **Wheelbase:** 124.5cm **Weight:** 106kg **Wheel size:** 10inches **Fuel tank:** 4.5litres **Also try:** Honda Activa, Suzuki Access

0.50	0.46	0.48	0.55	1cyl 124cc	V	8	9	80	na	45	✓	✗	✗	✗	✓	✗	✗	✗	✗	4/10
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**ROYAL ENFIELD Dealers** na **Warranty** na **Website** www.royalenfield.com

**Company description:** They've kept alive the charisma of big bore singles although emission norms have muted them to a fair extent.

**India sales in 2013:** na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)

**TG Awards:** **Most Beautiful Bike of the Year 2014: Royal Enfield Continental GT** 'If looks could kill, the 2013 Royal Enfield Continental GT tops the list of mass murderers.'

**Bullet:** The thump is enough to buzz your senses. However, this one is basic, tough and macho. Can ride on almost any surface.

**L:** 212 **Seat Height:** na **Wheelbase:** 137 **Weight:** 163kg **Wheel size:** 19inches **Fuel tank:** 14.5litres **Also try:** Electra, Machismo.

350	1.00	0.98	1.00	1.37	1cyl 346cc	5M	19.8	28	na	na	na	✗	✗	✓	✗	✗	✗	✗	✗	4/10
500	1.44	1.41	1.44	1.65	1cyl 499cc	5M	26	40.9	117	na	na	✓	✗	✓	✗	✗	✗	✗	✗	6/10
Electra	1.12	1.10	1.13	1.28	1cyl 499cc	5M	27.2	41.3	na	na	na	✗	✗	✓	✗	✗	✗	✗	✗	4/10



Buyers Guide continued ▶

TOPGEAR NEW BIKE GUIDE																					TG RATING	
Price				Numbers							Features											
◀ Royal Enfield continued				Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph	Fuel efficiency (kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch

Royal Enfield continued

**Classic:** A true beast. The 500 features the all-new fuel-injected TwinSpark engine. This is the most refined bike in the Bullet stable.

**L:** 213cm **Seat Height:** 80cm **Wheelbase:** 137cm **Weight:** 187kg **Wheel size:** 18-19inches **Fuel tank:** 13.5litres **Also try:** Electra, Machismo.

350	1.20	1.17	1.20	1.37	cyl 346cc	5M	19.8	28	120	na	na	✓	✗	✓	✗	✓	✓	✗	✗	4/10
500	1.53	1.50	1.54	1.75	cyl 499cc	5M	27.2	41.3	130	na	na	✓	✗	✓	✗	✓	✓	✗	✗	5/10
Desert Storm	1.56	1.53	1.56	1.78	cyl 499cc	5M	27.2	41.3	130	na	na	✓	✗	✓	✗	✓	✓	✗	✗	5/10
Chrome	1.63	1.60	1.63	1.86	cyl 499cc	5M	27.2	41.3	130	na	na	✓	✗	✓	✗	✓	✓	✗	✗	5/10



**Continental GT:** Most powerful RE, best-looking RE, and the 2013 Indian Motorcycle of the Year. Need we say more?

**L:** 206cm **Seat Height:** 80cm **Wheelbase:** 136cm **Weight:** 184kg **Wheel size:** 18inches **Fuel tank:** 13.5litres **Also try:** Triumph Thruxton (which is way more expensive)

Continental GT	1.88	1.84	1.88	2.14	cyl 535cc	5M	29.1	44	na	na	na	✓	✗	✓	✓	✗	✓	✗	✗	7/10
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**Thunderbird:** The cruiser in the crowd. Quite comfortable on the highway and an extremely steady bike. Now with a modern 350cc engine.

**L:** 204cm **Seat Height:** 77.5cm **Wheelbase:** 124cm **Weight:** 179kg **Wheel size:** 18inches **Fuel tank:** 12litres **Also try:** Avenger

350	1.31	1.28	1.31	1.49	cyl 346cc	5M	20	28	120	na	45	✓	✗	✓	✓	✓	✓	✗	✗	5/10
500	1.66	1.63	1.66	1.89	cyl 499cc	5M	27.2	41.3	130	na	na	✓	✗	✓	✗	✓	✓	✗	✗	6/10



## SUZUKI Dealers na Warranty na Website www.suzukimotorcycle.co.in



**Company description:** Maker of the fastest production motorcycle of the world has found the going tough in India.

**India sales in 2013:** na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)

**TG Awards:** -

**Access:** Suzuki's attempt to redefine practicality is great for college-goers. 125cc power for the price of an Activa.

**L:** 178cm **Seat Height:** 78cm **Wheelbase:** 125cm **Weight:** 109kg **Wheel size:** 10inches **Fuel tank:** 6.4litres **Also try:** Honda Activa, Dio, Kinetic Flyte

	0.50	0.47	0.48	0.56	cyl 124cc	V	8.6	9.8	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	7/10
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**Bandit:** Proper cross-country tourer for those who aren't fans of the Harley way.

**L:** 213cm **Seat Height:** 81/83cm **Wheelbase:** 1485cm **Weight:** 250kg **Wheel size:** 17inches **Fuel tank:** 19litres **Also try:** Harley Davidson XR1200 Sportster, Ducati Monster

1250	11.01	10.75	10.94	10.07*	cyl 1255cc	6M	na	na	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	7/10
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**Gixxer:** Suzuki's 155cc naked bike has got the Yamaha FZ square in its sights.

**L:** 205cm **Seat Height:** 78cm **Wheelbase:** 133cm **Weight:** 135kg **Wheel size:** 17inches **Fuel tank:** 12litres **Also try:** Yamaha FZ

	0.82	0.80	0.87	0.84	cyl 155cc	5M	14.6	14	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	9/10
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**GS 150 R:** Possibly the most refined bike in India with good ride and handling. The six-speed gearbox is super-smooth.

**L:** 209.5cm **Seat Height:** 79cm **Wheelbase:** 134cm **Weight:** 134kg **Wheel size:** 18inches **Fuel tank:** 12litres **Also try:** Pulsar, Unicorn, FZ-16, Apache

	0.73	0.66	0.71	0.81	cyl 149cc	6M	13.8	134	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	6/10
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**GSX-R:** Suzuki's litre bike completes a Japanese trio. Arguably the most comfortable of the lot.

**L:** 204.5cm **Seat Height:** 81cm **Wheelbase:** 140.5 **Weight:** 205kg **Wheel size:** 17inches **Fuel tank:** 17.5litres **Also try:** Yamaha YZF-R1, Honda Fireblade

1000	16.34	15.95	16.23	15.95*	cyl 999cc	6M	191	na	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	9/10
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**Hayabusa:** Not the fastest production motorcycle anymore, but the 1300cc motor still pack a lot of punch.

**L:** 219cm **Seat Height:** 805cm **Wheelbase:** 148cm **Weight:** 260kg **Wheel size:** 17inches **Fuel tank:** 21litres **Also try:** Yamaha YZF-R1 or a few hundred Pulsars put together

GSX 13000 R	16.34	15.95	16.23	15.95*	cyl 1340cc	6M	198	154	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	9/10
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**Inazuma:** Performance clubbed with comfort, the Inazuma offers a seat that can safely be called a couch.

**L:** 214.5cm **Seat Height:** 76cm **Wheelbase:** 143cm **Weight:** 183kg **Wheel size:** 17inches **Fuel tank:** 13.3litres **Also try:** Nothing really available to keep against Inazuma

Inazuma	na	na	na	2.42	cyl 248cc	6M	24.1	21.5	138	na	29.4	✓	✓	✓	✓	✓	✓	✗	✓	9/10
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**Intruder:** This is a mammoth motorcycle with an engine big enough to put most cars to shame.

**L:** 248cm **Seat Height:** 705cm **Wheelbase:** 171cm **Weight:** 347kg **Wheel size:** 18inches **Fuel tank:** 19litres **Also try:** Most cars that you can think of or maybe even a boat

M800	10.29	10.05	10.22	10.05*	cyl 805cc	5M	52	68	na	na	22	✓	✓	✓	✓	✓	✓	✗	✓	5/10
M 1800 R	16.34	15.95	16.23	15.95*	cyl 1780cc	5M	127	160	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	6/10



**Let's:** A decent little scooter that doesn't offer anything path-breaking. Needs to catch up with Honda in terms of refinement.

**L:** 180cm **Seat Height:** 76cm **Wheelbase:** 125cm **Weight:** 98kg **Wheel size:** 10inches **Fuel tank:** 5.2litres **Also try:** Honda Dio

	0.52	0.47	0.53	0.52	cyl 113cc	V	8.7	9	na	na	na	✓	✗	✗	✓	✗	✗	✗	✗	6/10
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**Sling Shot:** Reskinned Zeus to break the lull, or so Suzuki hopes. Stylish design, quality of materials not very good though.

**L:** 203.5cm **Seat Height:** na **Wheelbase:** 126.5cm **Weight:** 128kg **Wheel size:** 18inches **Fuel tank:** 12litres **Also try:** Honda Shine, TVS Flame, Discover, Hero Honda Splendor

Sling shot	0.55	0.53	0.53	0.59	cyl 124cc	5M	8.5	10	na	na	60	✓	✗	✗	✗	✗	✗	✗	✗	4/10
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**Swish:** Want a performance scooter with a bit of style? The Swish is what the doctor ordered.

**L:** 178cm **Seat Height:** 78cm **Wheelbase:** 125cm **Weight:** 128kg **Wheel size:** 10inches **Fuel tank:** 6litres **Also try:** Honda Dio

	0.51	0.48	0.50	0.57	cyl 124cc	V	8.5	9.8	na	na	na	✓	✗	✗	✓	✗	✗	✗	✗	7/10
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TOPGEAR  
NEW BIKE GUIDE

◀ Suzuki continued

## Price

## Numbers

## Features

Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch
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TG RATING

**V-Strom:** Suzuki attempts to wander in the Multistrada territory. Is it a right step?**L:** 228.5cm **Seat Height:** 85cm **Wheelbase:** 155.5cm **Weight:** 228kg **Wheel size:** na **Fuel tank:** 20litres **Also try:** Ducati Multistrada, Triumph Tiger

1000 ABS

15.32	14.95	15.21	14.95*	2cyl 1037cc	6M	na	na	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓
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7/10

**TRIUMPH** Dealers 2Website [www.triumphmotorcycles.in](http://www.triumphmotorcycles.in)

Company description: British bike maker not to be mistaken with the lingerie company of the same name.

India sales in 2013: na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)

TG Awards: -

**Bonneville:** The quintessential Triumph. Also the most inexpensive bike of the range. Couldn't get any better.**L:** 211.5cm **Seat Height:** 74cm **Wheelbase:** 149cm **Weight:** 225kg **Wheel size:** 17inches **Fuel tank:** 16litres **Also try:** Harley SuperLow.

Bonneville	na	5.7	na	6.67	2cyl 865cc	5M	67	68	na	na	na	✓	✓	✓	✓	✓	✗	✓
Bonneville T100	na	6.6	na	7.67	2cyl 865cc	5M	67	68	na	na	na	✓	✓	✓	✓	✓	✗	✓
Thrupton	na	6.7	na	7.79	2cyl 865cc	5M	68	69	na	na	na	✓	✓	✓	✓	✓	✗	✓



6/10

7/10

8/10

**Daytona:** 675cc three-pot, racing-derived genes and looks to make your heart melt. An expensive, but fine machine.**L:** 204.5cm **Seat Height:** 83cm **Wheelbase:** 137.5cm **Weight:** 184kg **Wheel size:** 17inches **Fuel tank:** 17.4litres **Also try:** Resisting the temptation.

Daytona 675	na	10.15	na	11.57	3cyl 675cc	6M	126	74	na	na	na	✓	✓	✓	✓	✓	✗	✓
Daytona 675 R	na	11.4	na	13.05	3cyl 675cc	6M	126	74	na	na	na	✓	✓	✓	✓	✓	✗	✓



na

9/10

**Roadsters:** These are the stripped-down Daytonas, one with a 675cc motor, the other with a 1050. Proper Brit muscle.**L:** 210cm **Seat Height:** 82.5cm **Wheelbase:** 143.5cm **Weight:** 214kg **Wheel size:** 17inches **Fuel tank:** 17litres **Also try:** Harley's Sportster range, Kawasaki Z1000.

Speed Triple	na	10.4	na	11.93	3cyl 1050cc	6M	133	111	na	na	na	✓	✓	✓	✓	✓	✗	✓
Street Triple	na	7.5	na	8.69	3cyl 675cc	6M	104	68	na	na	na	✓	✓	✓	✓	✓	✗	✓



8/10

na

**Rocket III Roadster:** With the biggest engine for any production bike, the Rocket III is big enough to dwarf most other cruisers.**L:** 250cm **Seat Height:** 75cm **Wheelbase:** 169.5cm **Weight:** 367kg **Wheel size:** 17inches **Fuel tank:** 24litres **Also try:** Harley Night Rod, Ducati Diavel, Suzuki Intruder.

Rocket III Roadster	na	20	na	23.05	3cyl 2294cc	5M	146	221	na	na	na	✓	✓	✓	✓	✓	✗	✓
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na

**Thunderbird Storm:** The poor man's Rocket III. Not inexpensive or inconspicuous in any way.**L:** 234cm **Seat Height:** 70cm **Wheelbase:** 161.5cm **Weight:** 339kg **Wheel size:** 19inches **Fuel tank:** 22litres **Also try:** A Harley Softail, Honda VT 1300 CX.

Thunderbird Storm	na	13	na	15.08	2cyl 1699cc	6M	97	156	na	na	na	✓	✓	✓	✓	✓	✗	✓
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na

**Thunderbird LT:** A Thunderbird that's built for the long haul. Slightly detuned motor, but still sufficiently powerful.**L:** 254.6cm **Seat Height:** 70cm **Wheelbase:** 166.5cm **Weight:** 380kg **Wheel size:** 16inches **Fuel tank:** 22litres **Also try:** Harley-Davidson Softail Classic

Thunderbird LT	na	15.75	na	na	2cyl 1699cc	6M	93	151	na	na	na	✓	✓	✓	✓	✓	✗	✓
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na

**Tiger:** Triumph's go-anywhere soldier, the Tiger is all the touring motorcycle you'd ever want. Also available with a bigger engine.**L:** 221.5cm **Seat Height:** 86.5cm **Wheelbase:** 154.5cm **Weight:** 215kg **Wheel size:** 17inches **Fuel tank:** 19litres **Also try:** BMW R 1200 GS, Ducati Multistrada.

Tiger 800 XC	na	12	na	13.67	3cyl 799cc	6M	94	79	na	na	na	✓	✓	✓	✓	✓	✗	✓
Tiger Explorer	na	17.9	na	20.25	3cyl 1215cc	6M	135	121	na	na	na	✓	✓	✓	✓	✓	✗	✓



na

na

**TVS** Dealers 618 Warranty 2 years or 30,000km bikes, Model dependent for scooters Website [www.tvsmotor.in](http://www.tvsmotor.in)

Company description: They've had their ups and downs but seem sorted out now. Strong presence in southern India, rest of India needs some attention.

India sales in 2013: na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)TG Awards: Scooter of the Year 2014: TVS Jupiter  
'The everyday family scooter that ran rings around the competition this year.'**Apache:** Into its second generation now with a bigger engine and more 'race effects'. Still a great looker.**L:** 202cm **Seat Height:** 79cm **Wheelbase:** 130cm **Weight:** 136kg **Wheel size:** 17/18inches **Fuel tank:** 16litres **Also try:** Pulsar 150, Achiever, Unicorn.

RTR160	0.69	0.68	0.68	0.84	1cyl 159cc	5M	15.2	13.1	105	na	42	✓	✓	✓	✓	✓	✗	✗
RTR180	0.73	0.72	0.72	0.89	1cyl 178cc	5M	17.1	15.5	119	4.15	33	✓	✓	✓	✓	✓	✗	✗
RTR180 ABS	0.83	0.82	0.82	0.98	1cyl 178cc	5M	17.1	15.5	119	4.15	33	✓	✓	✓	✓	✓	✗	✗



4/10

7/10

na

**Jupiter:** TVS's latest offering to take on the Honda Activa, just that it looks too similar to its rival.**L:** 183.4cm **Seat Height:** 65cm **Wheelbase:** 127.5cm **Weight:** na **Wheel size:** 12inches **Fuel tank:** 5litres **Also try:** Honda Activa, Yamaha Ray

	0.49	0.44	0.48	0.62	1cyl 109cc	V	7.8	8	na	na	na	✓	✗	✗	✗	✗	✗	✗
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8/10

**Phoenix:** A straight forward commuter bike. What you see is what you get.**L:** 198.5cm **Seat Height:** na **Wheelbase:** 126.5cm **Weight:** 116kg **Wheel size:** 17inches **Fuel tank:** 12litres **Also try:** Discover 125

	0.53	0.52	0.53	0.63	1cyl 124.5cc	4M	10.8	10.8	95	na	na	✓	✓	✓	✗	✗	✗	✓
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4/10

**Scooty:** It's tiny, petite and peppy. Convenient for city errands. But buy a bike for regular commuting. Perfect as your first two-wheeler.**L:** 168.5cm **Seat Height:** 106cm **Wheelbase:** 123cm **Weight:** 85-97kg **Wheel size:** 10inches **Fuel tank:** 5litres **Also try:** Nothing really

Streak	0.42	0.43	0.41	0.53	1cyl 87cc	V	5	5.8	na	na	na	✓	✓	✗	✗	✗	✗	✗
Pep Plus	0.40	0.41	0.39	0.52	1cyl 87cc	V	5	5.8	na	na	na	✓	✓	✗	✗	✗	✗	✗
Zest 110	na	0.42	na	na	1cyl 109.7cc	V	7.9	8.7	na	na	na	✓	✓	✗	✗	✗	✗	✗



4/10

4/10

6/10

# TOPGEAR NEW BIKE GUIDE

TVS continued

## Price

## Numbers

## Features

Chennai  
Delhi  
Bangalore  
Mumbai (on road)

Engine  
Gearbox  
Max. Power (Bhp)  
Max. Torque (Nm)  
Max speed (Kph)  
0-100kph  
Fuel efficiency (Kpl)

Electric Start  
Alloys  
Pass beam switch  
Tachometer  
Tripmeter  
Disc brake  
Leg guard  
Engine kill switch

TG RATING

**Wego:** With the Wego, TVS has set its eyes on Honda's share of the gearless two wheeler market.

**L:** na **Seat Height:** na **Wheelbase:** na **Weight:** na **Wheel size:** na **Fuel tank:** 5litres **Also try:** Honda Activa, Honda Aviator

0.52	0.49	0.50	0.60	1 cyl 110cc	V	8	8	na	na	na	✓	✓	✗	✗	✗	✗	✗	✗	✗
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7/10



## VESPA Dealers 8 Warranty na Website www.vespaindia.com

**Company description:** If there ever was a company that married history and tradition with a modern outlook, Vespa is it.

**India sales in 2013:** na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)

**TG Awards:** Two wheeler design of the year 2012  
'Could've called this Automotive Fashion Statement of the Year. But it already was, so never mind.'

**Vespa:** This 125cc scooter is undoubtedly one of the best-looking scooters out there. Sticker price is a shocker, though

**L:** na **Seat Height:** na **Wheelbase:** na **Weight:** na **Wheel size:** na **Fuel tank:** 5litres **Also try:** Honda Dio, Suzuki Swish, Yamaha Ray

S	0.76	0.75	0.76	0.88	1 cyl 125cc	V	10	10.6	na	na	na	✓	✓	✗	✗	✗	✗	✗	✗
VX	0.72	0.71	0.72	0.82	1 cyl 125cc	V	10	10.6	na	na	na	✓	✓	✗	✗	✗	✓	✗	✗

6/10

6/10



## YAMAHA Dealers na Warranty 2 years or 20,000km Website www.yamaha-motor-india.com

**Company description:** Have made a name out of manufacturing fast bikes. Great products, but dealer network not good enough to back them up.

**India sales in 2013:** na  
For full listings and data please visit:  
[www.topgear.com](http://www.topgear.com)

**TG Awards:** Scooter of the year 2012: Ray  
'Yamaha finally enters scooter market in India. Pulls a winner out of the hat.'

**Alpha:** Yamaha's attempt to take on the scooter segment dominated by Honda's Activa

**L:** 179.5cm **Seat Height:** 77.5cm **Wheelbase:** 127cm **Weight:** 104kg **Wheel size:** na **Fuel tank:** 5.2litres **Also try:** Honda Activa, Honda Aviator

0.49	0.47	0.48	0.60	1 cyl 113cc	V	7.1	na	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	✗
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7/10



**Fazer:** Purely a commuter. Surprisingly a good handler and has a refined engine. Now with lesser power, and lesser weight.

**L:** 197cm **Seat Height:** 79cm **Wheelbase:** 133.5cm **Weight:** 135kg **Wheel size:** 17inches **Fuel tank:** 13.2litres **Also try:** Pulsar 150, CB Unicorn Dazzler

Fazer	0.78	0.77	0.78	0.91	1 cyl 149cc	5M	13	13	na	na	na	✓	✓	✓	✓	✓	✓	✗	✗
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6/10



**FZ FI V2.0:** Boldest of the 150cc lot with tyres to chew and spit out the competition. Less powerful now, but also lighter.

**L:** 199cm **Seat Height:** 79cm **Wheelbase:** 133cm **Weight:** 132kg **Wheel size:** 17inches **Fuel tank:** 12litres **Also try:** Pulsar 180, Apache RTR

FZ	na	0.76	na	na	1 cyl 149cc	5M	13	12.8	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓
S	na	0.78	na	na	1 cyl 149cc	5M	13	12.8	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓

5/10

5/10



**FZ 1:** Street fighter looks and performance to go with it. Will give you all the thrills of a litre class bike.

**L:** 214cm **Seat Height:** 81.5cm **Wheelbase:** 146cm **Weight:** 214kg **Wheel size:** na **Fuel tank:** 18litres **Also try:** CB 1000 R

FZ 1	11.63	11.86	12.10	13.65	4 cyl 998cc	6M	147.9	106	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓
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8/10



**Ray:** Aimed at ladies, but not surprisingly, it endears itself to the opposite sex too. Fun to ride, looks good and is a Yamaha

**L:** 183.5cm **Seat Height:** 76cm **Wheelbase:** 127cm **Weight:** 104kg **Wheel size:** 10inches **Fuel tank:** 5litres **Also try:** Honda Dio, Suzuki Swish

Ray	0.46	0.45	0.46	0.56	1 cyl 113cc	V	7	8.1	na	na	na	✓	✗	✗	✗	✗	✗	✓	✗
Ray Z	0.48	0.47	0.48	0.58	1 cyl 113cc	V	7	8.1	na	na	na	✓	✗	✗	✗	✗	✗	✓	✗

7/10

7/10



**SZ:** Cheaper alternative to FZ16, cuts down on essentials like disc brakes and pass beam

**L:** 205cm **Seat Height:** 80.2cm **Wheelbase:** 132cm **Weight:** 132kg **Wheel size:** 17inches **Fuel tank:** 14litres **Also try:** Hero Honda Hunk

SZ-RR	0.62	0.61	0.62	0.73	1 cyl 153cc	5M	12.1	12.8	na	na	na	✗	✓	✗	✓	✓	✗	✗	✓
SZ-S	0.59	0.58	0.59	0.66	1 cyl 153cc	5M	12.1	12.8	na	na	na	✓	✓	✗	✓	✗	✗	✓	✓

4/10

4/10



**SS125:** Another delicious product from the Yamaha stable. We'll have to see whether even this one is a victim of buyer ignorance

**L:** 199.5cm **Seat Height:** 79.5cm **Wheelbase:** 129.5cm **Weight:** 125kg **Wheel size:** 18inches **Fuel tank:** 13.6litres **Also try:** Discover 125

0.55	0.54	0.55	0.65	1 cyl 123cc	5M	11	10.4	na	na	na	✓	✓	✗	✗	✗	✓	✗	✗	✗
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**V-Max:** Be ready for some seriously fast acceleration, and hope no one is crossing while you are at it.

**L:** 239.5cm **Seat Height:** 77.5cm **Wheelbase:** 170cm **Weight:** 310kg **Wheel size:** 17inches **Fuel tank:** 15litres **Also try:** Apollo 11, SR 71

27.83	29.02	29.60	33.09	4 cyl 1679cc	5M	200	166.8	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	✓
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**YZF-R1:** Want to be like Rossi? Well, you can start with at least looking like him on a Yamaha.

**L:** 206.0cm **Seat Height:** 83.5cm **Wheelbase:** 141.5cm **Weight:** 177kg **Wheel size:** 17inches **Fuel tank:** 18litres **Also try:** Hayabusa, CBR1000RR

16.93	17.65	18.01	20.21	4 cyl 998cc	6M	177.4	112.7	285	na	na	na	✓	✓	✗	✓	✓	✓	✓	✓
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9/10



**YZF-R15 2.0:** Same old R15 tweaked for better performance. Though no power upgrade will put off a few people

**L:** 197cm **Seat Height:** 80cm **Wheelbase:** 134.5cm **Weight:** 136kg **Wheel size:** 17inches **Fuel tank:** 12litres **Also try:** Karizma ZMR, Bajaj Pulsar 220

1.14	1.10	1.11	1.27	1 cyl 150cc	6M	16.8	15	140	na	40	✓	✓	✓	✓	✓	✓	✗	✓	✓
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7/10

